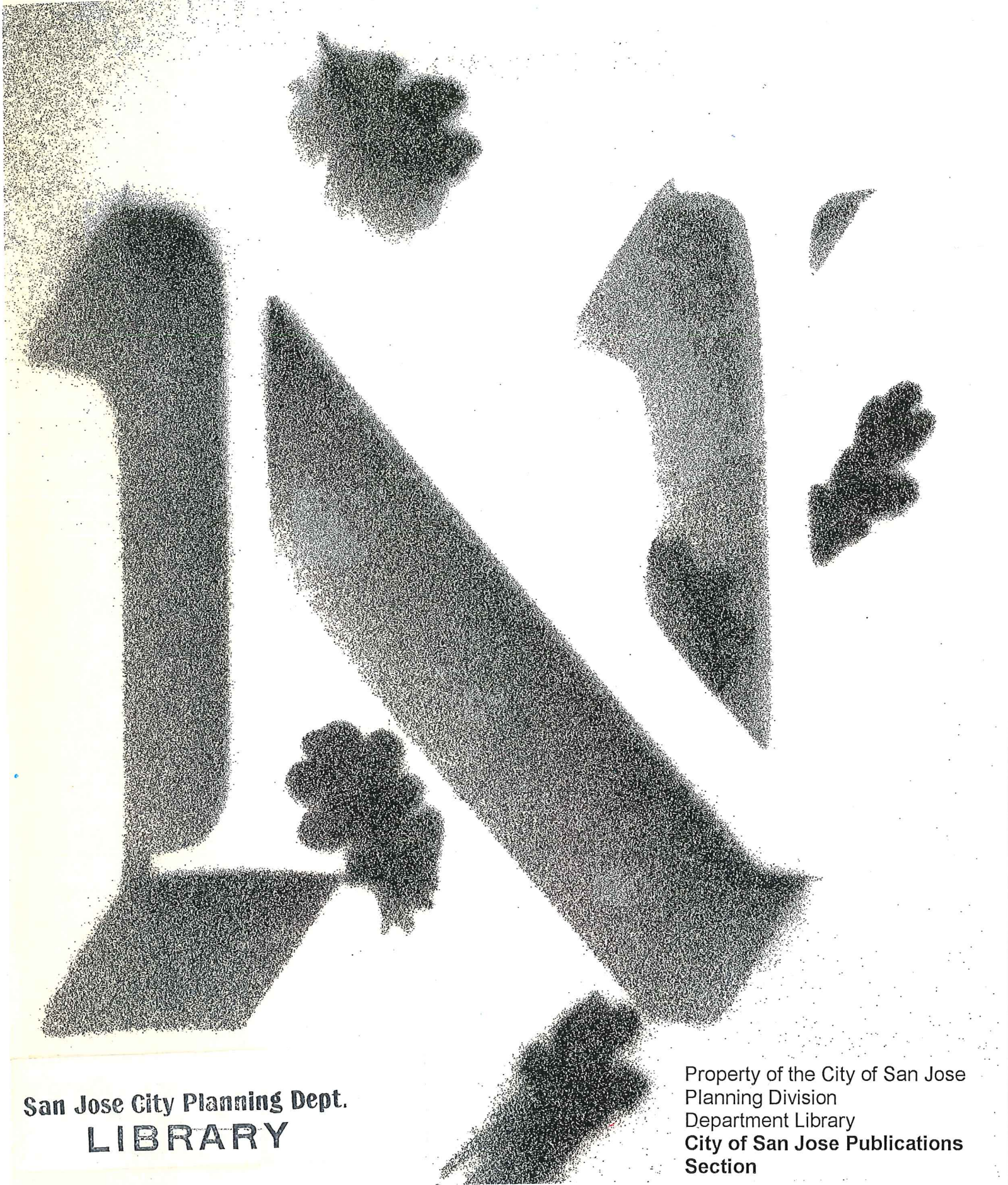


Gary Schoemaker 52

NORTH COYOTE VALLEY
CAMPUS INDUSTRIAL AREA

NORTH COYOTE VALLEY CAMPUS INDUSTRIAL AREA



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Section**

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Introduction

Purpose of the Plan

The Development Plan for North Coyote Valley states clearly and publicly the City of San Jose's goals for the development of North Coyote Valley. It also sets forth the standards required to implement Public and Private Improvements.

The general goals of the City in preparing for North Coyote Valley's development are: 1) To provide much-needed, large, single-user sites where major companies can consolidate their operations and; 2) by doing so, ensure the region's long-term economic health.

The developmental standards contained in this document are intended to establish the high environmental and building qualities essential to accomplish the City's goals. These standards are the product of the combined efforts of the City's elected officials, North Coyote property owners, the City staff and private consultants. The process was carried on into public meetings and workshops and included interested members of the community. The Master Development Plan and Guidelines were adopted by the San Jose City Council on May 28, 1985 by Resolution 58353.

Contents

The Development Plan for North Coyote Valley is in three parts: Master Development Plan, Public Improvement Guidelines and Private Improvement Guidelines.

The Master Development Plan defines the general theme of future development in North Coyote Valley—the preservation of its existing natural visual qualities and adherence to the rural nature common to most California valleys.

Public Improvement Guidelines establish the general scale of all improvements (other than buildings) such as roads, power, water, lighting, etc., necessary to serve the amount of anticipated develop-

ment. This scale of infrastructure has been based upon environmental analyses. Also established in this section are design concepts for major infrastructure elements and criteria for future engineering and landscape design. Public improvements are intended to set the level of quality to which future private development will adhere.

In amending the General Plan to allow development in North Coyote, the City Council expressed the need for the development to bear the costs of any necessary extensions or expansions of public infrastructure. This Plan is, then, a guideline for all public agencies and future developers who will participate in the building of the North Coyote Campus Industrial community.

The last part of the Development Plan is the Private Improvement Guidelines. These are the concepts all development must incorporate. This section also includes the statements which must appear, as a minimum, as part of all Planned Development Zoning approvals and Environmental Performance Standards which all development must meet.

Even the low intensity of development in the Campus Industrial areas of Coyote Valley will not preserve its rural character if the large setbacks, height restrictions and landscape concepts outlined in this section are not followed.

The unusually restrictive nature of these guidelines is deliberate. North Coyote Valley will attract and hold the major "high technology" users it is intended to accommodate only if there is a clearly established standard of excellence and a commitment to meet that standard.

The Development Process

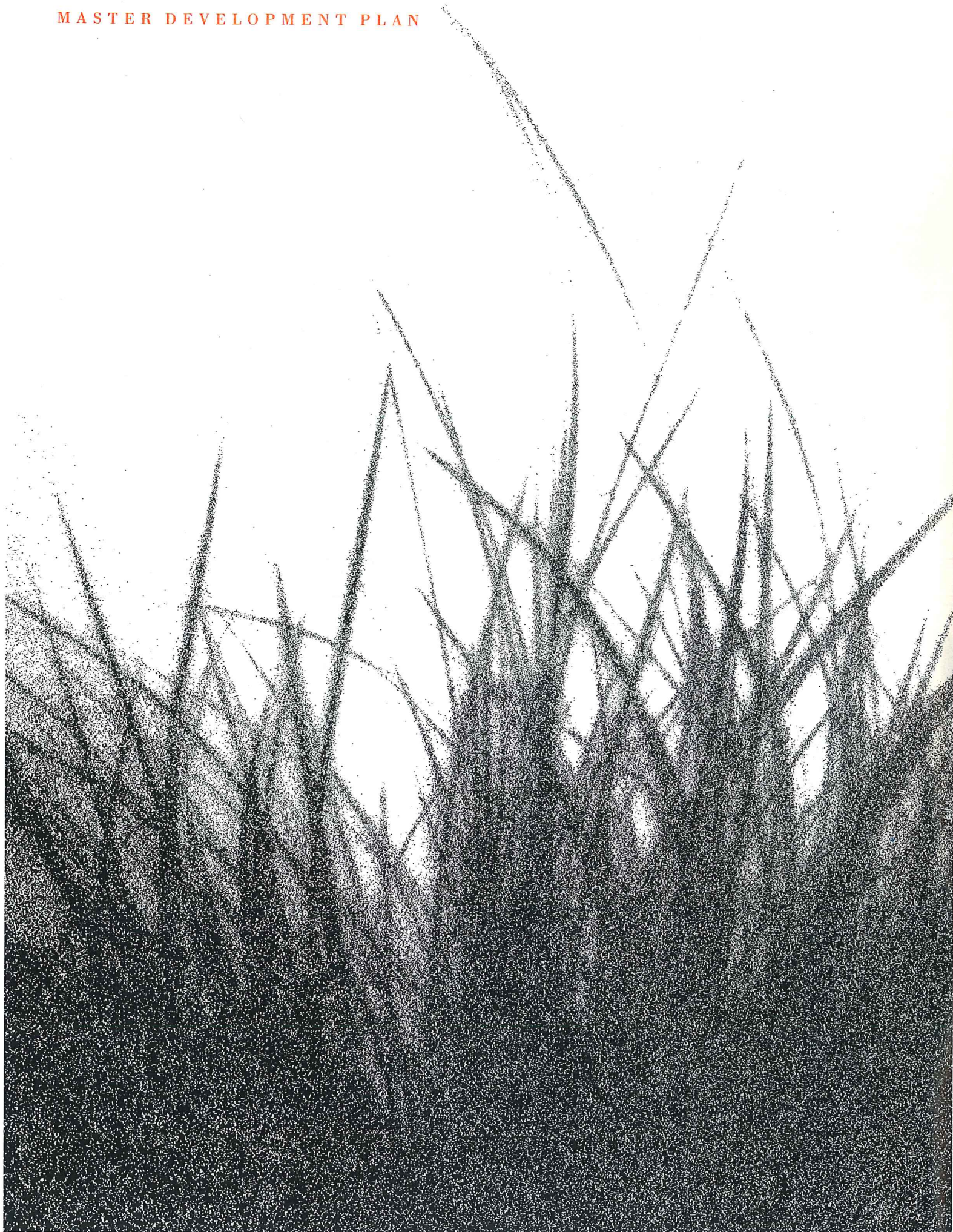
The development in North Coyote Valley will occur through Planned Development (PD) zoning. In San Jose, a PD zone is reflected in the approved General Development Plan which is a part of the ordinance. It maps out the subject site, and sets the parameters for future development. At a minimum, lands in North Coyote will respect the General Development Plan Standards (comprised of both Development Standards and Environmental Performance Standards) as appended to this plan, in any approved PD zoning. Each zoning approval will also be obligated to construct an equitable portion of the overall infrastructure, although this may be accomplished by an assessment district formed among the property owners.

After zoning approval, a Planned Development Permit must be obtained for specific buildings. A PD Permit is based on very detailed plans. It will include approval of architecture (including materials and colors), location and design of parking, exact landscaping details, and even the specifics of signs, outdoor lighting, mechanical equipment and an irrigation plan.

Applicability of the Plan

Every level of project review, including design of streets, bridges, and street furniture, will assess a proposal's conformance to this Development Plan. While the Plan is not an ordinance, many of its provisions are included in PD zonings and have the force of law.

The Plan itself has been adopted as policy by the City Council of the City of San Jose, and was the subject of a Final Environmental Impact Report. It is the culmination of a three-year planning effort by the City, and represents a clear and unequivocal statement of how the City's adopted General Plan is to be implemented in North Coyote Valley.





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North Coyote Valley is at the northern end of the great valley drained by Coyote Creek. Its 1,444 acres of flat valley floor are framed by the scenic Santa Teresa Hills along its western edge, Tulare Hill to the north and the Silver Creek Hills to the northeast.

Few large trees are seen on the valley floor with the exception of a hedgerow of eucalyptus near the north end and some riparian trees along Fisher Creek. The hillsides are lightly sprinkled with oak and pine and are covered with wild grasses, giving the look of a typical Northern California environment—green in the winter and spring, and golden in the summer and fall.

The rural nature of the valley, its pastoral setting and its agricultural heritage of orchard plantings define not only its character, but also the developmental standards needed to preserve that character and benefit from it.

Fisher Creek, an intermittent drainage channel, appears as a narrow, dike-lined ditch which runs from southwest to northeast, crossing Monterey Highway, and joins Coyote Creek near Metcalf Road. The present Fisher Creek channel is an artificial element in the landscape, having been shifted from its natural course along the edge of the Santa Teresa Hills on the west side of the Valley. Drainage is rela-

tively poor, and a high water table throughout the area has made it difficult to conduct productive agriculture.

The east edge of the development area is bordered by Monterey Highway, beyond which lies the Coyote Valley Regional Park, and Highway 101.

Santa Teresa Boulevard runs north to south through the west-central part of the Valley, and together with Monterey Highway provides access to South Edenvale and Central San Jose.

Bailey Avenue has an at-grade crossing with Monterey Highway and goes west to connect with McKean Road, which provides access to Almaden.

The North Coyote Valley provides a spectacular setting which makes high quality development mandatory. The City Council has formally recognized its value, and established a special General Plan designation, called Campus Industrial, to allow development that preserves the present rural aspect of the area.

Ecological Framework

The Coyote Valley floor is comprised of alluvial and fluvial sediment. The hillside areas are thinly covered by soil with many shallow landslides. Laguna Seca (literally, “Dry Lagoon”) is in a slight topographic depression at the northern end of the valley and, during the winter, is subject to rising groundwater.

The site is subject to significant seismic activity from the San Andreas, Calaveras, and Hayward Faults, as is the rest of Santa Clara Valley.

The Coyote Valley floor is predominantly fallow fields, pasture and oak grassland, and freshwater marsh and creek habitats. The fields afford some wildlife habitat. On the Santa Teresa foothills bordering the western side of the Valley, and to some extent, on the hills flanking the easterly side of the Valley, an oak grassland pasture is present. The value to wildlife of this oak grassland habitat is greater than the cultivated and fallow fields because of less disturbance from cultivation (present and past) and because of the presence of oak trees which afford a habitat for a variety of animal life.

An aquatic and wetland habitat is present along Fisher Creek, Coyote Creek, various drainage ditches and ponds throughout Coyote Valley. The vegetation of this habitat includes large oaks, willows, broadleaf cattails, common tule, poison hemlock, mule fat, coyote brush, dock, creeping spike-rush, and swamp knotweed. The freshwater marsh and creek afford a habitat for a variety of birds, mammals, and amphibians.

Fisher Creek discharges into Coyote Creek near Metcalf Road after traveling approximately eight miles from the south. (Please see diagram on page 8). The Fisher Creek watershed drains an area of approximately



15 square miles. Downstream from Bailey Avenue, Fisher Creek runs between two levees, which appear to have been constructed to divert its flow from Laguna Seca. Upstream from Bailey Avenue, Fisher Creek is a natural-looking, intermittent stream.

Large parts of the Coyote Valley lie within the 100 year flood zone as shown on the Flood Insurance Rate Maps for the City of San Jose and Santa Clara County. The areas subject to flooding are generally along Fisher Creek.

Coyote Valley is subject to high groundwater conditions, particularly the northern end of the valley which forms a rock sill at the Coyote Narrows. These high groundwater conditions at the northern end of the valley may be due to a combination of factors:

The northern end of the Valley is located in a groundwater basin which slopes west and

northwest, causing groundwater to move toward and accumulate in the Laguna Seca area.

The bedrock configuration at the mouth of Coyote Valley (known as “The Narrows”) restricts groundwater flow out of the Valley. Groundwater backs up at the northern end of the Valley, notably in Laguna Seca, where seasonal waterlogging occurs.

The naturally occurring hydrologic condition is augmented by recharge from Coyote Creek. Because Coyote Creek lies at a higher elevation than Laguna Seca, water released from Anderson Reservoir down Coyote Creek percolates into the groundwater basin and flows toward the project site, causing the groundwater table to rise to or near the surface on a seasonal basis.

Definition of Campus Industrial Land Use

A Development Concept for the Valley

Campus Industrial land use represents a new land use category in San Jose's General Plan. Set down in detail throughout this document, the new category can be characterized by the following elements:

- Large parcel sizes for single users
- Minimum building coverage
- Low intensity use
- Emphasized landscaping
- Uniformly high design quality.

The objectives behind the formal Campus Industrial category are to protect the land's inherent character while allowing companies to consolidate on single, large parcels. Administration, R&D, and manufacturing are the primary uses allowed in the Campus Industrial area. Warehousing and distribution are allowed as ancillary uses.

The fundamental directions for the development of North Coyote Valley's character are set forth in the City's Adopted General Plan. The General Plan establishes a 50 acre average for all new development parcels (with a 25 acre minimum) and limits overall intensity of use to 40 employees per net acre. This Plan limits building coverage to thirty (30) percent and requires

a minimum of thirty-five (35) percent landscape coverage of any project site.

Buildings will be set back from roadways far enough to permit views to the surrounding hills and to establish a typically rural pattern of buildings clustered at the centers of large sites (Please see illustration on page 59 of Private Improvement Guidelines).

A height limit is established to lessen disruption of views of the hillsides which form the Valley and establish its character. Additional and more detailed development guidelines, which form the body of this report, will be applied by the City staff to further ensure the preservation of the natural form of the Valley and to ensure high quality in the proposed Campus Industrial development. The Campus Industrial land use designation was not applied to either Tulare Hill or the Santa Teresa Hills. The hillsides will remain as an open space element complementing the Campus Industrial development.

The City has established that the development of the North Coyote Valley will respect natural resources and produce an extremely competitive marketing image for the high technology industries in need of consolidated, highly amenable campus locations. These Guidelines confirm the City's intent and specify those public and private actions necessary to ensure that the end product will conform to that intent.

North Coyote Valley is a large unit in the landscape of Santa Clara County and the South Bay Region. Its two square miles of valley floor depend upon carefully conceived, designed and executed public improvements to frame its development area, create overall character, drain it and provide access to it. Each parcel must, in turn, be designed with the overall form of the Valley in mind. The Guidelines address both the general framework and the individual parcels. That is, the Guidelines will cover both the public improvements (landscaping, roads, power, lighting, etc.) which are designed and executed by the City and also the private improvements which are the responsibility of each landowner with guidance from the City staff.

Public Improvements: Circulation

Roads and transit facilities have been planned that accommodate full build-out of the Valley and an assumed build-out of areas to the south which have not yet been planned or built. The traffic plan is based on level of service "D" which will meet presently acceptable design criteria for San Jose. The traffic plan assumes that all facilities will encourage employees to carpool, vanpool and use transit facilities when they are extended. The combination of these in a Transportation System Management Plan is part of the Development Concept.



The plan for North Coyote utilizes roads and floodways to provide visual organization to the plane of the Valley. The two existing roads—Bailey Avenue and Santa Teresa Boulevard—are joined with one more major route, Coyote Valley Parkway. (Please see figures on pages 8 & 9). Coyote Valley Parkway will run parallel to the realigned Fisher Creek Floodway along the base of the Santa Teresa Hills. The new

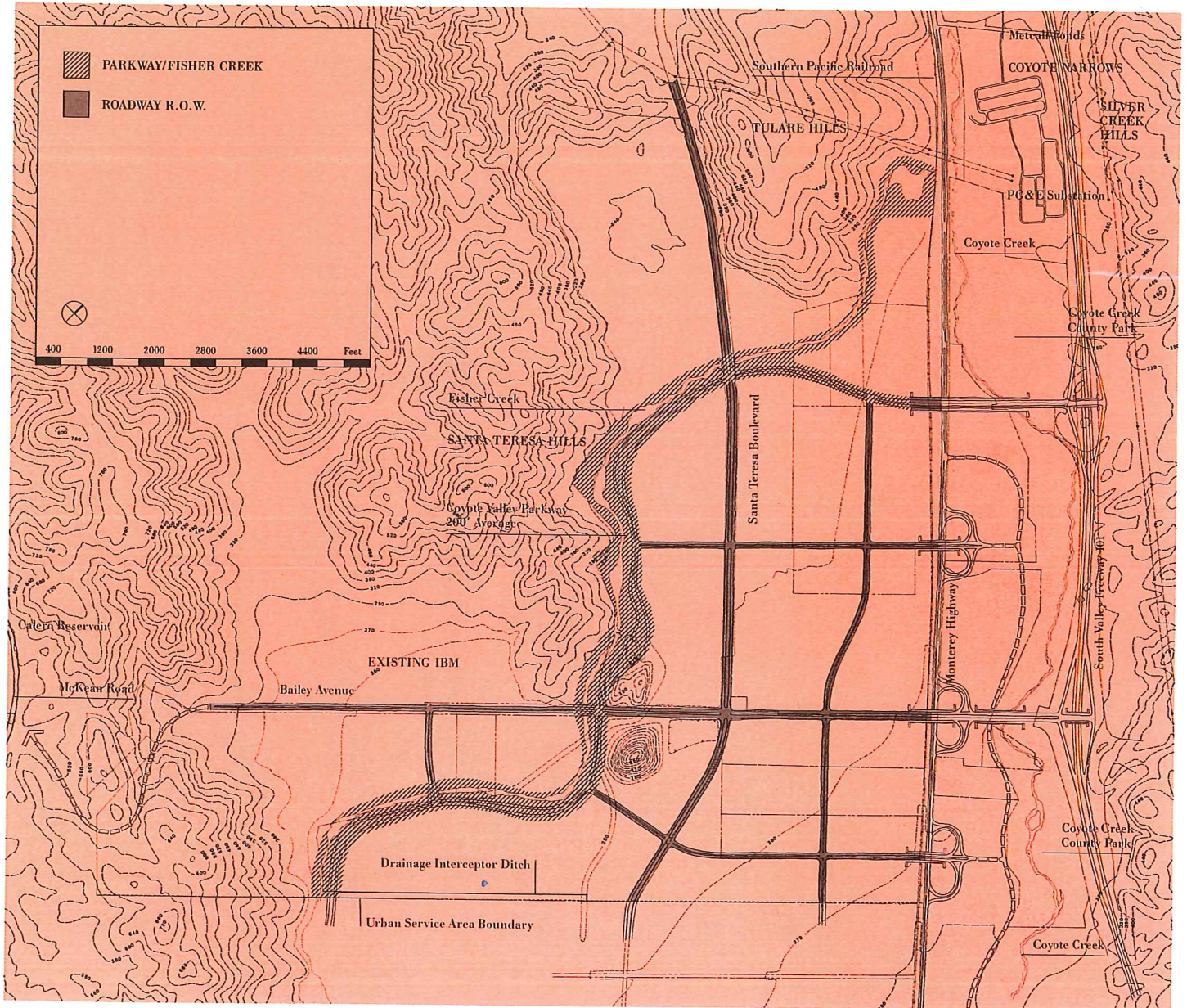
Parkway enters the Valley from the north from a major interchange with Highway 101 and, as it traverses the Valley floor, it connects to each existing and proposed major thoroughfare. The virtues of the Parkway as a framework element are: 1) that it provides an identity and signature address for all the major parcels and 2) it can be extended to the south if and when the City decides to allow development of that part of the Valley. Most acreage in the Valley is directly accessible from Coyote Valley Parkway, Santa Teresa Boulevard and Bailey Avenue.

Coyote Valley Parkway will run side by side with Fisher Creek (restored to its natural course) along the Santa Teresa Hills. With variable medians and broad rights-of-way, the Parkway and the Creek will create a number of accessible recreation areas adjacent to hillside wildlife habitats. In addition, the location of the Creek adjacent to the hillside provides the opportunity for temporary retention ponds adjacent to the floodway. With appropriate engineering and landscape design, these retention ponds could become decorative, as well as useful attributes of the Valley.

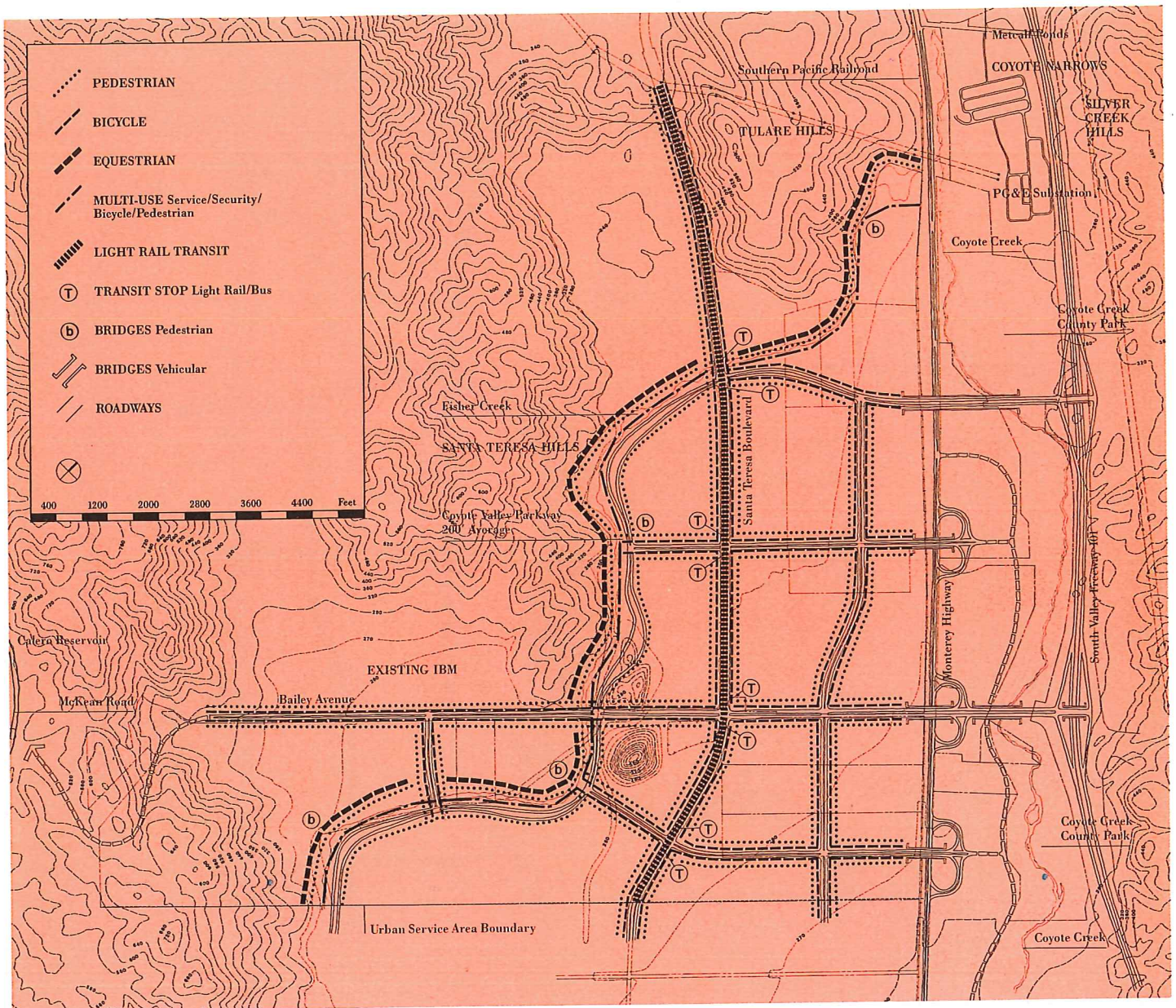
The Public Improvement Guidelines address not only the location of the major framework elements, but also their size, and the distinctive landscape treatment of each. It is also the intent of the Plan that the landform at the edge of development parcels and the location of pedestrian and bicycle rights-of-way be designed to accommodate non-vehicular movement within a pleasant, protected environment.

Landscape

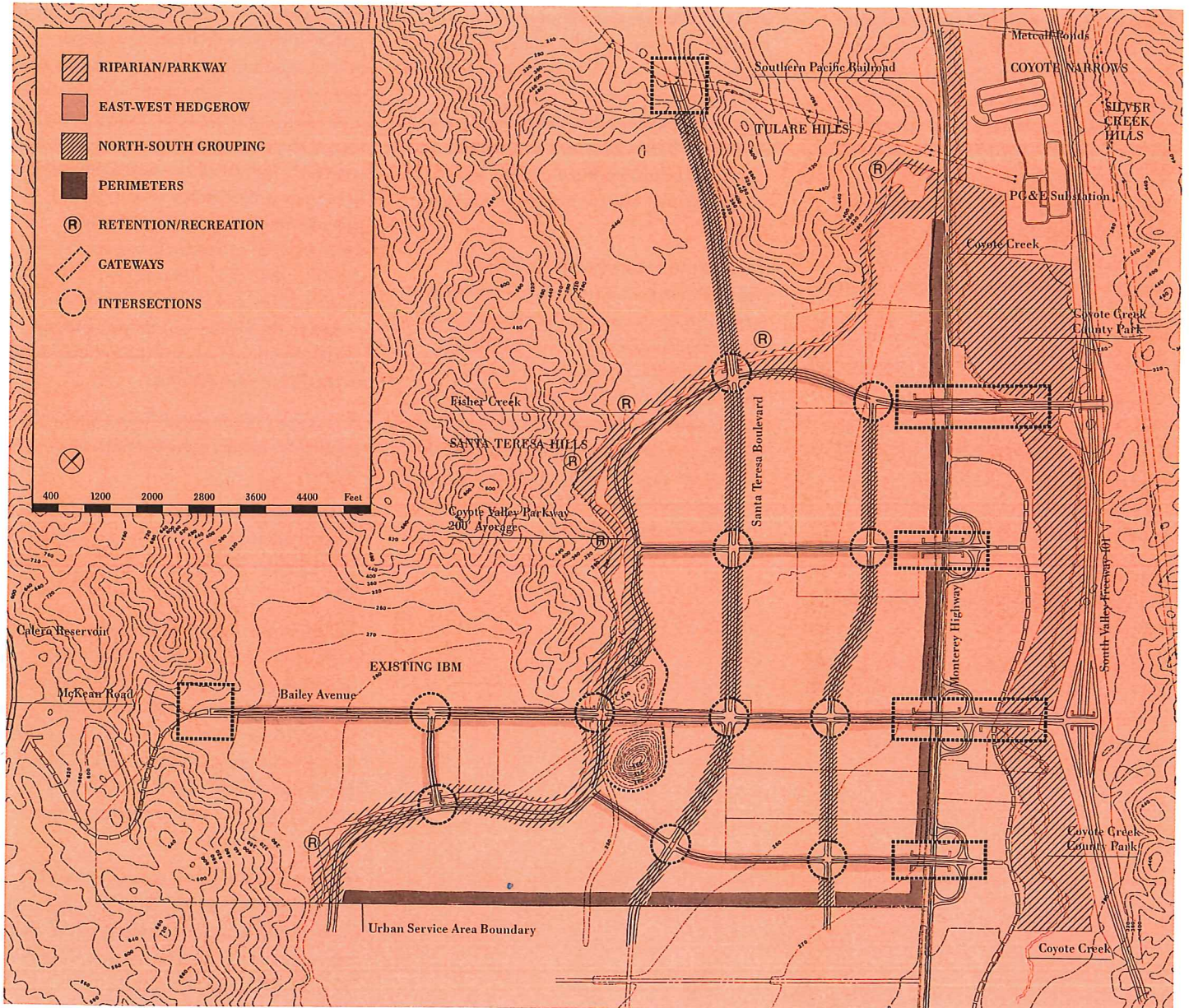
The landscape concept establishes a separate identity for each of the major roads. East-west streets use hedgerows in double staggered rows to establish breaks in the north-south continuity of the landscape and to emphasize views to the hillside valley “walls.” The views of buildings from elevated points of entry into the Valley will be partially screened from view,



*Circulation and
Flood Control*



Circulation



Landscape and Open Space

but the Santa Teresa Hills and the more distant Silver Creek Hills will always be visible. Coyote Valley Parkway will be informally planted with clusters of large native trees, and riparian species will be added along the new Fisher Creek floodway. North-south roads, except Santa Teresa Boulevard, will be lined by formal rows of deciduous trees which will be in distinct contrast to both the east-west roads and the Parkway landscape. Intersections of major roads are given specific horticultural treatment in the Public Guidelines. (Please see figure on page 33.)

“Gateways,” where major roads enter the planning area, are also afforded special status. Landscape, lighting and specific road alignment will be designed to emphasize the moment of entry into this special Campus Industrial Area.

Private Improvements

The guidelines for on-site development combine two concepts:

1) Buildings should be set back far enough from the roadways to permit constant views of the hills and to establish a rural pattern of buildings clustered at the centers of large sites.

2) On-site landscaping should be natural where it meets the public landscape along roads or hillsides. It should also be in the form of orchards where it relates to the large parking areas that will cover a large part of the Valley floor and should punctuate the central building masses with reasonably tall evergreen and deciduous species.

The Private Improvement Guidelines establish basic and uniform principles of organization and quality for all parcels in the Valley. Its intent is not to restrict the creativity of the developers and their architects, but to make certain that the architecture and automobiles in the Valley will be, to some extent, subordinate to the natural setting. A Transportation System Management concept (TSM) is therefore included in the Guidelines.

The 1,444 acres of the Valley will be lined with new surface facilities to provide access and drainage. Because the development parcels are large and the intensity of use is low, a smaller than normal percentage of the gross area is required for infrastructure. Nonetheless, each landowner/developer will dedicate or sell land to provide the necessary infrastructure services such as landscaping, roadways, utilities, drainage, lighting, etc. The size of each of the major public facilities is shown in the Public Guidelines and the width of required easements is established in the Private Guidelines.

A summary of the approximate land area needed for major infrastructure is as follows:

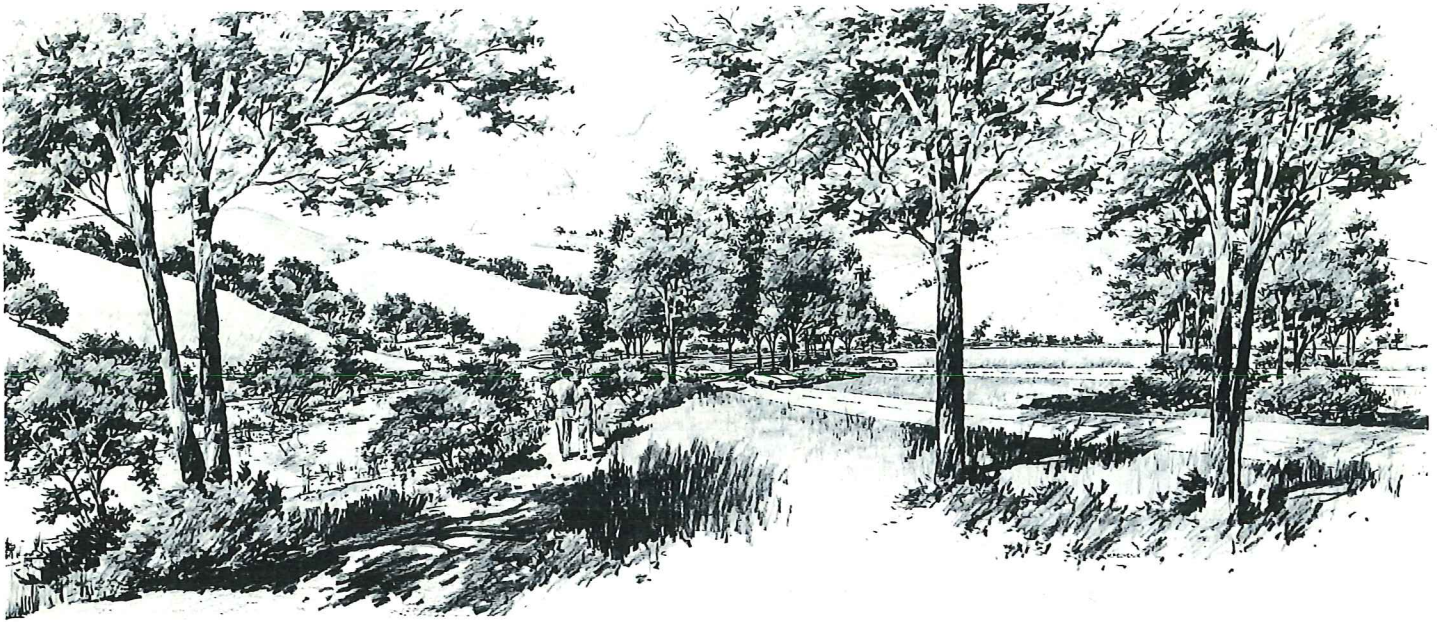
Fisher Creek Floodway	72 acres
Coyote Valley Parkway	65 acres
Other Public Roads	40 acres
Total	177 acres

The landowner/developer may be required to provide *some* temporary flood water retention on *some* parcels. This temporary retention will accommodate whatever portion of the “100 Year Flood” that cannot be passed through Fisher Creek to Metcalf Ponds and Coyote Creek until all downstream improvements, including Coyote Creek, are completed.

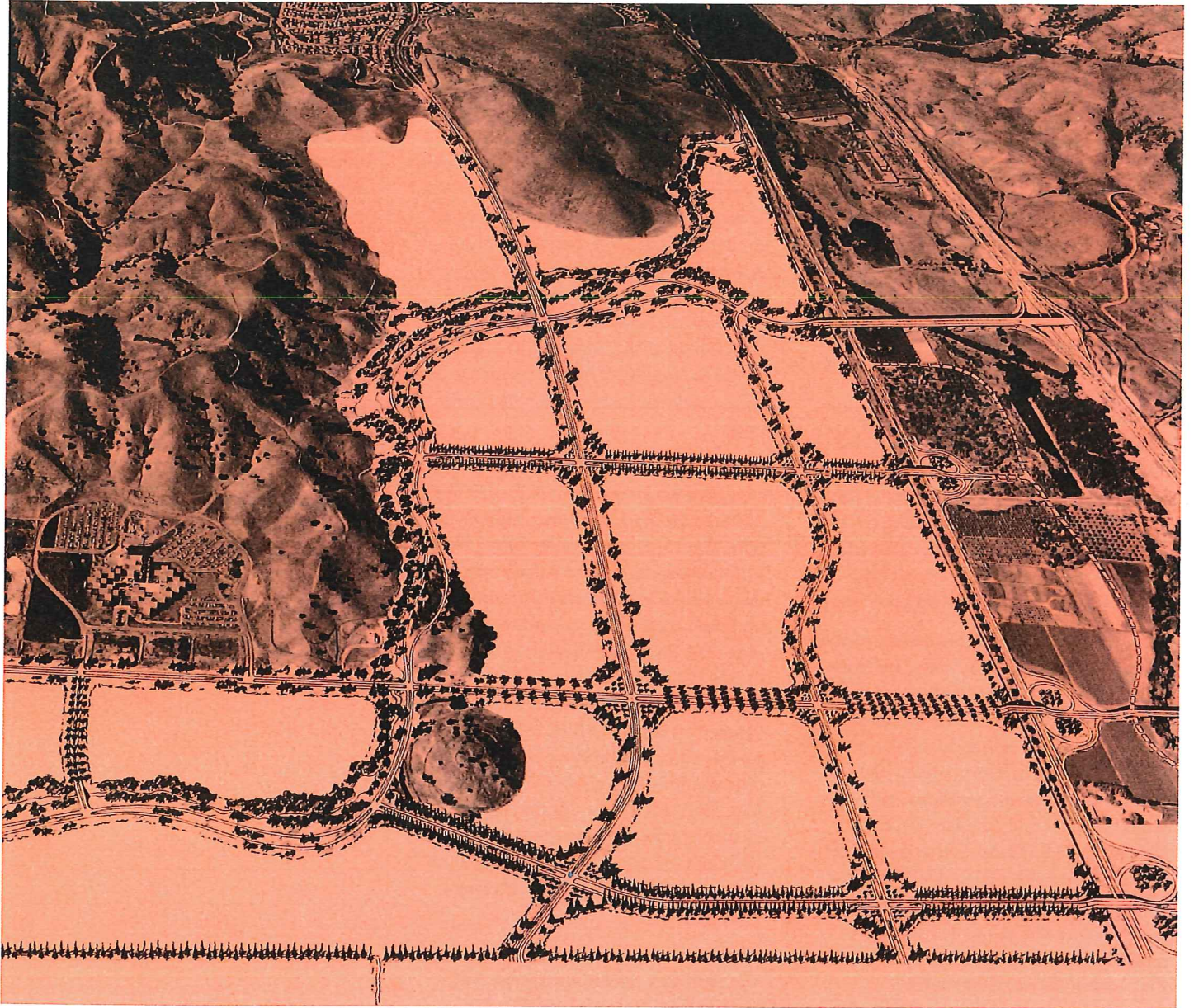
The elevation of major streets at the site edges will make retention in parking areas a simple, feasible accommodation of short term storage needs. The Design Guidelines recognize the need for minimum standards for lining, edging, and maintaining low flow pools, to make the flood retention areas a design asset.



*Coyote Valley Parkway
at Monterey Highway*



*Coyote Valley Parkway
at Fisher Creek*



Landscape Framework

Development Parcels

As indicated earlier, the General Plan stipulates that the new sites in the Valley will average 50 acres and that the minimum site will be 25 acres. No exceptions are permitted in the process of subdivision. Each designated parcel will be required to reserve a 50 foot wide perimeter adjacent to all streets for landscaping. The first 12 feet will be needed for public right-of-way for public landscaping and pedestrian paths. The remaining 38 feet will be privately landscaped and reserved as a landscape easement.

Buildings may occupy no more than 30 percent of the total area of the parcel. Buildings one and two stories in height will be set back at least 100 feet from the curb line of major roads, and buildings greater than three stories must be set back a minimum of 150 feet. A building setback of 100 feet will be standard from the edge of the Fisher Creek Floodway and from property lines between adjacent parcels.

Since the intent of the development plan is to create a distinguishing image for North Coyote Valley—one that will enhance its economic strength as well as its image—there are guidelines that establish how the edges of the site will be graded under specific topographic conditions, and how security fences and ancillary buildings may be located. (Please see pages 66–69 of Private Improvement Guidelines.) The concept for parcel development also includes a required location of the main entry, or the visitors' entry to the site, and the characteristics of that entry.

As mentioned above, the general treatment of the required (35 percent of parcel area) open space, including flood retention areas and recreation areas, is also the subject of guideline recommendations.

Management and Implementation Concept

The future of the Campus Industrial Area will be the outcome of a partnership among several public and private entities, coordinated by the City of San Jose. The landowners in the Valley have already participated in the preparation of plan concepts and draft guidelines. The classic assessment district will be utilized to finance most of the public improvements, levying the long term cost of the infrastructure from the landowner/developer community which benefits from it. The City Department of Public Works and the Department of City Planning are responsible for the quality of and adherence to the Public and Private Improvement Guidelines.

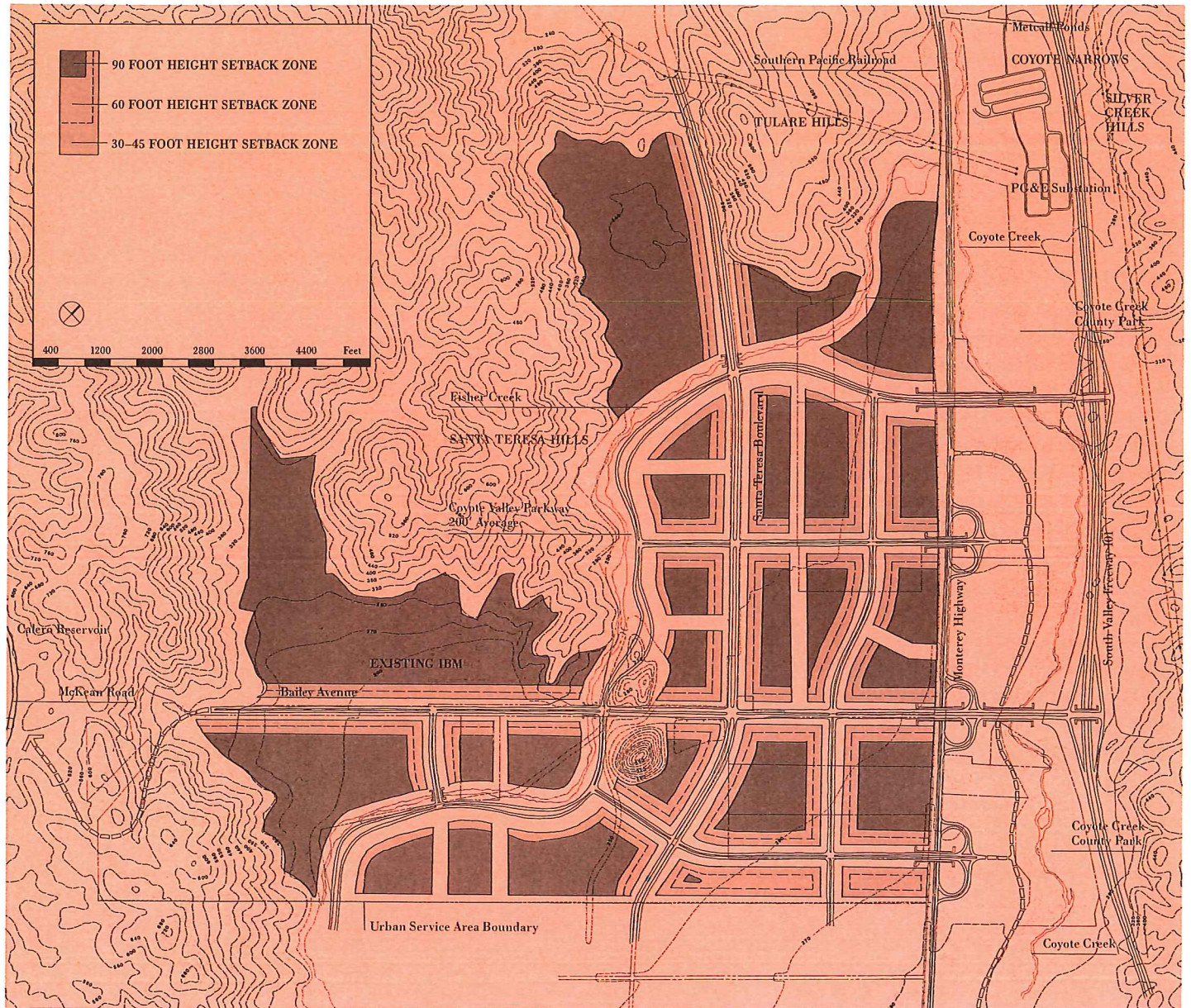
The City, particularly the Planning Department and the Department of Public Works, will take the lead in guiding implementation. The Santa Clara Valley Water District, with the responsibility for flood management, will assist in establishing the appropriate channelization and retention plan. The flood control strategy for Fisher Creek within North Coyote Valley obviously affects the areas north and south of it. The Coyote Creek Park, which is in County jurisdiction, will be involved in a new organization of retention ponds near Metcalf Road. The ponds may be necessary to accommodate the increased storm drainage which will result from the flood control improvements designed along Fisher Creek.

The design and construction of transportation facilities, including streets, will require City, State and possibly Federal

(UMTA & FHWA) participation. The Plan provides a right-of-way for the extension of light rail service to the Valley to encourage mass transit and reduce automobile traffic. The reduction of automobile traffic due to the use of bus and/or light rail transit is assumed in the Plan. Achieving such a reduction will be a major task. Therefore, included at the end of the Private Improvements Section of this document is a Transportation System Management concept.

Location and construction of interchanges with Highway 101 at Bailey Avenue and Coyote Valley Parkway will require coordination with Caltrans, as will the structures between those interchanges and the Valley itself.

Utilities, the Southern Pacific Transportation Company, and other more standard participants in individual development will be brought into the design and implementation of the Valley Plan.



Building Setbacks

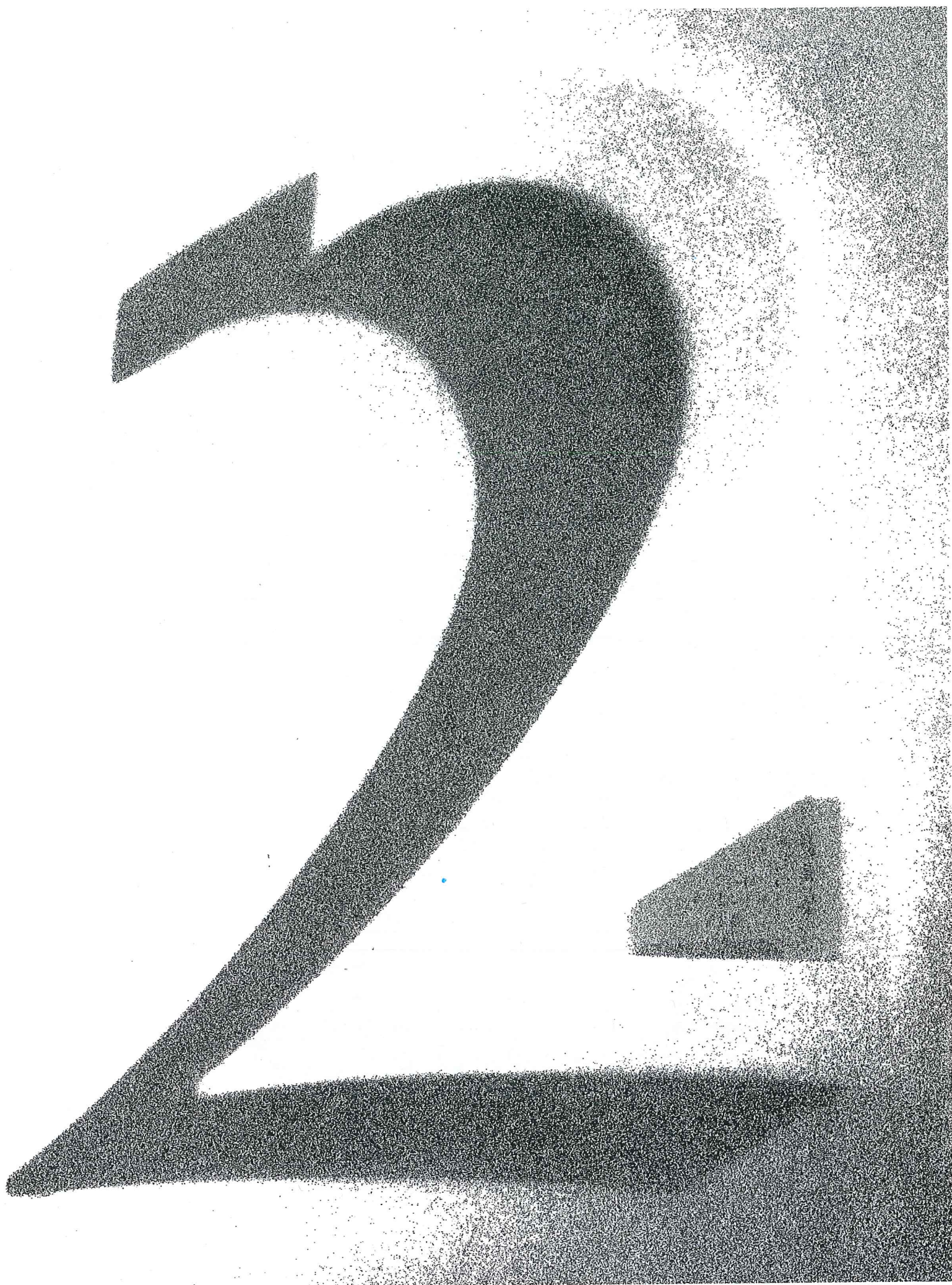
Phasing and Construction Activities

The Development Plan seeks to establish the best and least burdensome strategy for achieving a high quality business environment in a very delicate setting. It is cost effective in that it minimizes the intrusion of infrastructure and avoids radical and costly solutions to simple problems. At the same time, it recognizes that there are some improvements that must be accomplished early in order to define the long term objectives of the Plan “on the ground.”

The Plan carries with it the idea that a great deal of the required public landscape can be planted along roadways and along Fisher Creek in the first years of the assessment district. Vegetation must have sufficient time to mature to lend the air of quality anticipated by the City.

The portion of Coyote Valley Parkway between Santa Teresa Boulevard and Bailey Avenue should be built early in the improvement process along with the Fisher Creek Floodway. Early parkway construction will create one of the key arteries of the area’s circulation system. It will also give the landscaping around the parkway time to mature while the rest of the development gets underway.





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	Coyote Valley Parkway
	Fisher Creek
	Flood Control Guidelines
	Landscape Framework
48	Circulation
51	Streetscapes
55	Plant List

Public Guidelines for the proposed North Coyote Valley Campus Industrial Area are defined and discussed within. The scope of the Public Guidelines help to identify the quantitative and qualitative aspects of the *Draft Development Plan*; dated May 1, 1984.

The utilization of the Public Guidelines and Development Plan will tie the individual parcels and separate identities within the North Coyote Valley environment into a new and unique 1,444 acre high tech Campus Industrial planned community.

The Guidelines identify the required common systems of physical improvements that will be utilized and benefit the entire community of the North Coyote Valley Campus Industrial Area and San Jose. These improvements may be constructed by a proposed Assessment District and some may be maintained by a Maintenance Assessment District. Major improvements include streets, bridges, flood control, landscaping and utilities.

The Guidelines set forth the desired overall perceptual quality of the Development Plan and its elements. They provide written and graphic indications as to size, form, scale and basic organization of the individual private parcels and public open space in a hierarchy of purpose and unity.

Technological, economic, and physical refinements of the new development cannot all be foreseen. The Development Plan must be flexible and sensitive to being altered as conditions may dictate; but always relying on the broader conceptual framework of the Public Guidelines. The Development Plan and Guidelines will require continual refinements, re-examination, and perhaps adjustment within this overall framework.

The next step of the process is to finalize the Development Plan and Guidelines to reflect the detailed refinements of economic and physical alternatives. This final plan will be incorporated into the Assessment District. The process will continue with the guidance and collaboration of the landowners, developers and City Officials in the commitment to this unique and comprehensive long-range development.

To be successful, the current planning must provide for the present needs and desires of the rapidly expanding "High Tech" society in a fashion that envisions the future of that society.

The planning of the North Coyote Valley Campus Industrial Area is a continuous process. The long-range physical development of both Public and Private Improvements will take years to complete. Within this step by step process, the Public Guidelines will allow immediate, day-to-day decisions to be made with reasonable assurance that they will conform to the general organization and intent of the Campus Industrial Development Plan envisioned.

Approach

The proposed 1444 acre North Coyote Valley Campus Industrial Area requires a comprehensive framework of Public Improvements and Jurisdictional Guidelines. This system of common facilities combines and forms the infrastructure that provides unity, services, access and flood control to the entire community.

These common improvements benefit and serve both the landowner-developers and City of San Jose. The planning, design and construction may be financed by an Assessment District. The public landscape maintenance may be financed by a Maintenance Assessment District.

The Assessment District may provide the funds to plan and construct streets, flood control facilities, main utility systems, bridges, public landscaping and open space amenities. The City will review and approve the project designs subject to standards, governmental codes, regulations and these Guidelines. Improvements will occur in a planned and incremental sequence to be determined by a phasing program.

Once the first phase of construction of the Public Improvements is completed, the Campus Industrial Area *Maintenance Program* for management and on-going maintenance, will be developed. Planning of these necessary programs should occur in subsequent steps.

Also required are the on-going review and approval by various agencies that are responsible for Public Improvements related to flood control, environmental protection, traffic and public safety.

Introduction

The proposed development concept reinforces the Valley's rural history while utilizing the advantages of its natural setting and the resourcefulness of this unique group of landowner-developers. This new community of "High Tech" leaders will bring international acclaim to the area and San Jose.

The City and landowner-developers have made a commitment to formulate a high-end quality Campus Industrial Development in concert with North Coyote Valley's pastoral beauty.

The new development will bring a diverse range of private interests and architectural responses to the Campus Industrial Area. These unconventionally large parcels within the 1444 acre development allow for unusual freedoms of expression and character desired by the expanding "High Tech" companies.

Essential to this document was the identification of the key elements needed to achieve visual harmony and continuity throughout the Campus Industrial Area. Included among those elements are the natural and man-made landscape character, architectural and circulation character, Fisher Creek alignment and the various open space amenities. As a combined environment and as individual systems, these factors compose the image and quality to be known as the North Coyote Valley Campus Industrial Area.

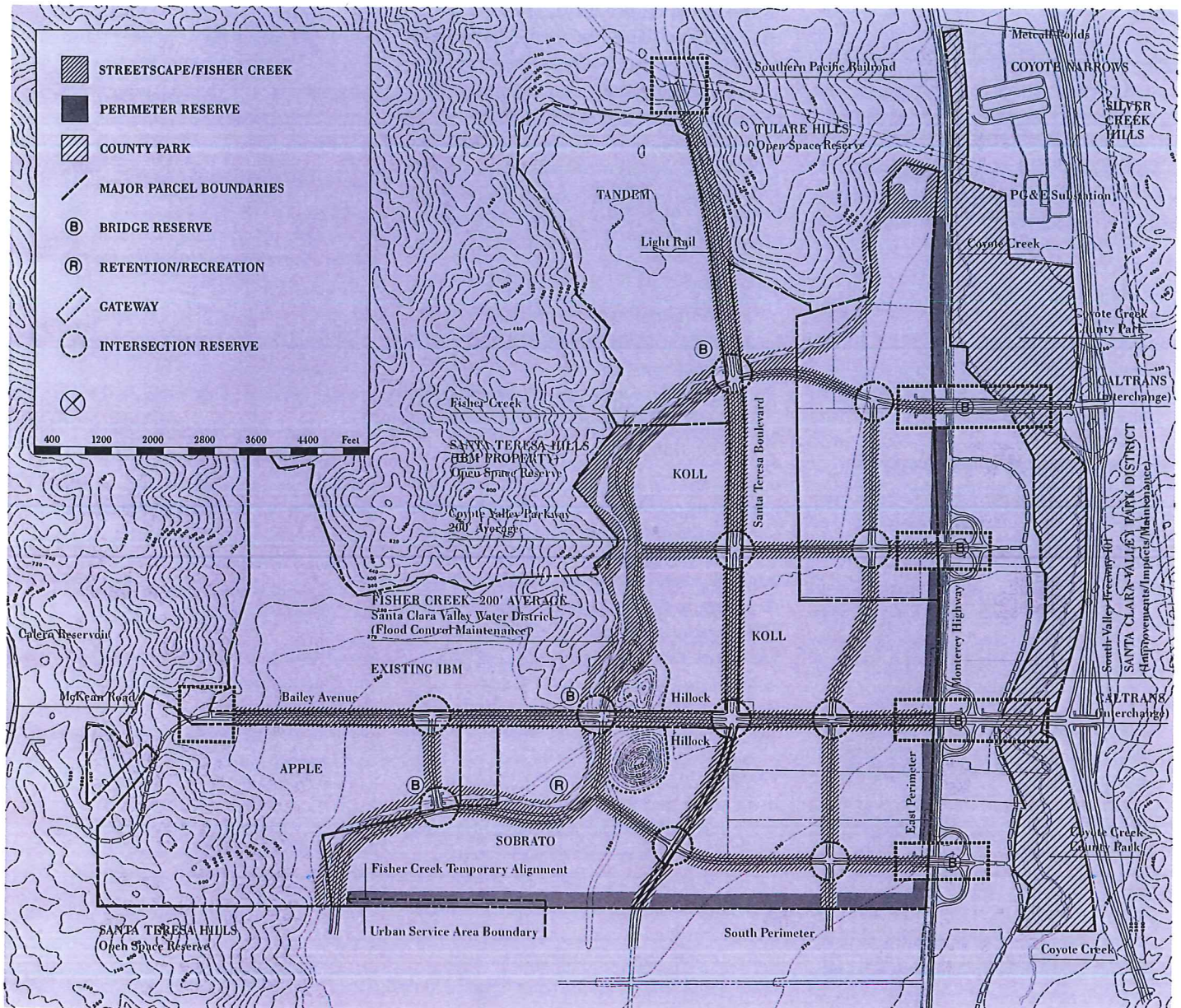
The level and intent of the Public Improvements and Jurisdictional concepts are discussed in this section. The dimensions and character of Public Improvements desired and required are outlined in the next two sections.

The Coyote Valley Parkway, Fisher Creek Floodway, Bailey Avenue, Santa Teresa Boulevard and other major arterials establish the basic framework of the Campus Industrial Area. These systems outline the development and help it function. Programs for management and maintenance of the improvements are essential and require detailed study and coordination.

The arrangement and final dimensions of these elements and systems within the Public Area are subject to further refinement. The Public Areas designated as "Reserves" provide the estimated space necessary to implement the concepts described in the Landscape Open Space and Circulation sections that follow.

The illustrations in this document provide the general dimensions and locations of Public Improvements. This material will serve as an instrument of implementation and quality control.

Improvements and Jurisdiction



Improvements and Jurisdiction

Main Elements

A. LANDSCAPE AND OPEN SPACE

- Fisher Creek Linear Park
- Coyote Valley Parkway
- Parkway and Floodway Network
- Streetscapes
- Perimeters
- Landscape Framework
- Utilities
- Signage
- Lighting
- Site Furniture

B. FLOOD CONTROL

- Fisher Creek Realignment
- South Perimeter Temporary Creek
- Alignment
- In-Channel Retention Areas

C. CIRCULATION

- Coyote Valley Parkway
- Santa Teresa Boulevard
- Bailey Avenue
- Other Arterial Streets
- Light Rail
- Pedestrian, Bicycle & Equestrian
- Service, Security & Emergency

A pattern of Public Use Areas has been planned in order to facilitate the design, approval and construction of Public Improvement features. The Public Use Areas set the framework and visual character of the 1444 acre Campus Industrial Development. The Public Use Areas provide the estimated space necessary for the overall design concept. (Please see the figure on page 25 of this section.)

The roadways, floodways, open space amenities and perimeters are designed to meet government codes and regulations. The public rights-of-way, adjacent landscape easements and improvement reserves will be designed to incorporate roadways, medians, underground utilities, bicycle lanes, walkways, landscaping, signage and lighting. The arrangement and dimensions of the elements within the Public Spaces are subject to further refinement.

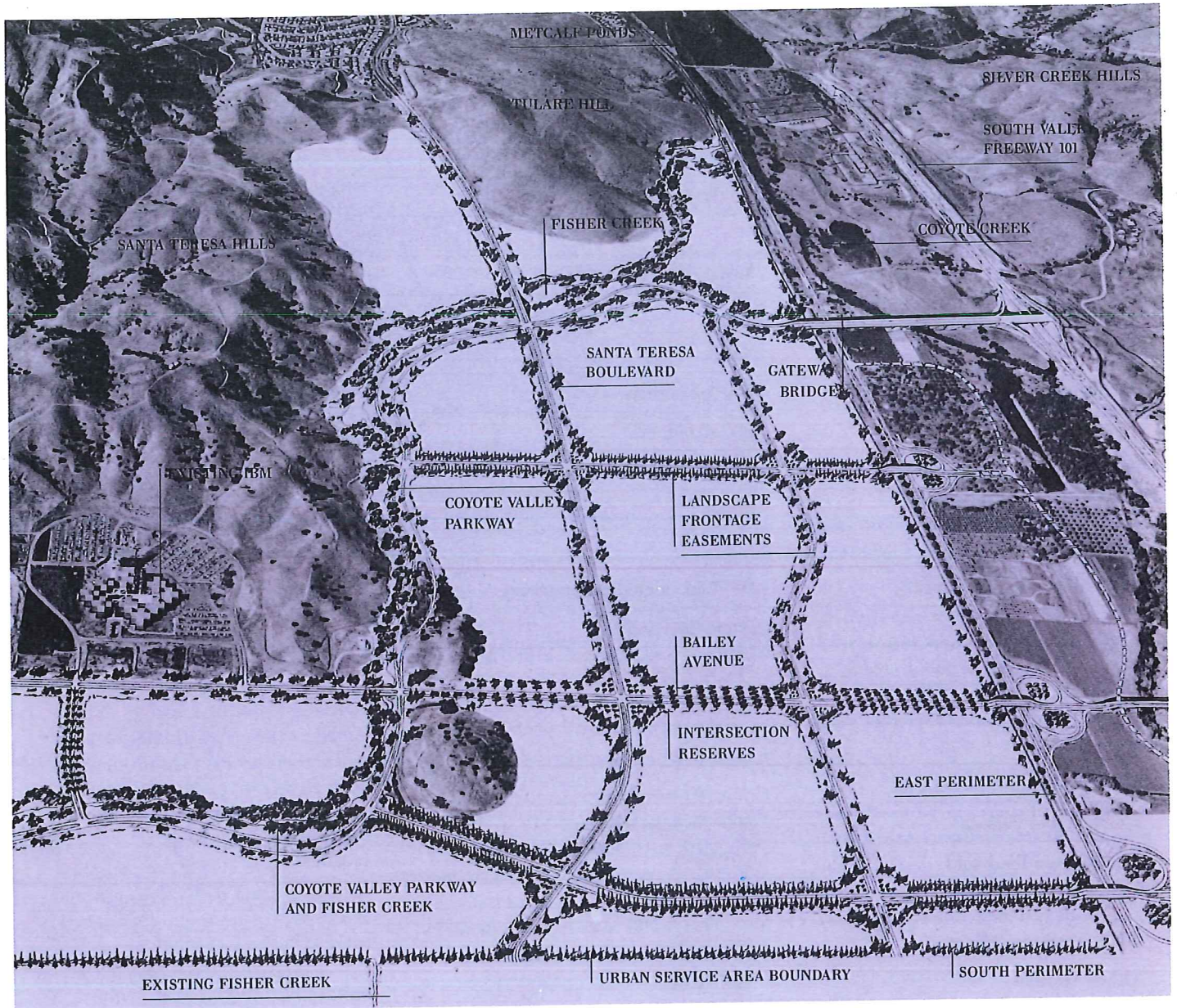
The sections and plans on the following pages provide the dimensions and locations of Public Improvements desired and required. This material will be refined and adopted as an instrument of implementation and quality control.

LANDSCAPE AND OPEN SPACE

<i>Flood Control</i>	<i>Distance</i>
Fisher Creek Corridor	200' Average Width
In-channel retention and recreation	Varies
South Perimeter—West of Santa Teresa	90' Wide
<i>Streetscapes</i>	
ROW	Varies, see circulation
Landscape Frontage Easement	50'
Reserves	Varies
Intersections: Santa Teresa and Bailey	150' all corners
Intersections: Other	80' all corners
Intersections: Gateways	Varies
Intersections: Bridges	Varies
<i>Perimeters</i>	
South (west of Santa Teresa)	90' Wide including temporary interceptor swale
	50' Wide permanent
East	50' Wide

CIRCULATION

Coyote Valley Parkway	200' Average corridor
Santa Teresa Boulevard	140' ROW
Bailey Avenue—2 lanes	106' ROW
Bailey Avenue—3 lanes	136' ROW
Other Arterials	106' ROW
Light Rail	48' median
Pedestrian	6' minimum
Bicycle	8' minimum
Equestrian	8' minimum
Service, Security and Emergency	10' minimum



Improvements Concept

Improvements and Jurisdiction

Related Elements: Reserves

Public Improvements (including flood control, streetscape, perimeters and open space amenities) require adequate space to accommodate their individual design concepts. Reserve Areas are recommended to provide this space.

Related Elements: Floodways

The linear corridor along Fisher Creek (Please see related section on pages 36, 38–43 for dimensions and other requirements) will also include open space amenities, wildlife areas and flood control maintenance access.

Main Elements:

- Fisher Creek realignment 200' wide average width
- South-West of Santa Teresa Perimeter temporary interceptor swale—90'
- Coyote Creek/Metcalf Ponds off-site areas
- Temporary on-site retention if required in-channel

Related Elements: Open Space Amenities

The Fisher Creek linear park will provide the spine and majority of public Open Space Amenities within the Development Area. A number of natural resources exist adjacent to the area.

Related Elements: Perimeters

The Public and Private Landscape Perimeters for the Campus Industrial Area need to be sensitively designed to tie in with the surrounding edges of the area. Perimeter edges provide first impression and identity traveling to and from the area.



A minimum of 50 feet of landscaping, compatible with design considerations, is required. (Please see pages 30–31.)

Related Elements: Significant Features

The Santa Teresa Hills and Tulare Hill will remain as Open Space. Trees will be preserved whenever possible both on and in areas adjacent to the Campus Industrial Area. Some of the infrastructure shown in this Plan will require removal of existing trees as will grading to achieve the necessary drainage.

Streetscape: Landscape Frontage Zones

These zones begin at the face of curb and extend inward for a distance of 50 feet along both sides of all arterial roads. The first 12 feet are designated as a right-of-way and the remaining 38 feet as a landscape easement. Common elements include sidewalks, jogging trails, planting, irrigation, pedestrian lighting, project entries, signage and landscape grading.

Streetscape: Intersections

At the crossing of all arterial roads, the four corners behind the curb-lines will be set back on a diagonal line, perpendicular to the centerline of the curve. The private landscape easement will be located 80 feet from the face of curb at the centerline of the curve. Santa Teresa Boulevard and Bailey Avenue are the exceptions to this rule. At their intersection, property lines will be set back 150 feet from the face of curb at the centerline of the curve. (Please see figure on page 33.)

Streetscape: Gateways

Located at the Campus Industrial Area's entry points, Gateways will identify the development and provide it with a unifying signature. Common elements will include plantings, irrigation, landscape grading and signage.

The specifics of this element are yet to be defined in detail.

Streetscape: Bridges

Around all vehicular and pedestrian bridges a public easement will be necessary to allow structural supports, grading, planting, circulation and maintenance. (Please see figures on pages 28–29.)

Project Entries—These include all major and secondary access drives into individual parcels. (Please see figure on page 32.)

Streetscape: Lighting

The quality of artificial light is an important design element in the development of the area's identity. A comprehensive lighting system must be developed to promote safety, provide security, and enhance the nighttime quality of the Campus Industrial Area. The system will be designed to accomplish a number of functions.

1. Traffic Circulation

The major objective of lighting at intersections is to provide for clear and comfortable vision. These qualities are essential to safeguard facilities and encourage vehicular and pedestrian traffic safety.

2. Parking Lots

General illumination is required for safety and security.

3. Walks and Pedestrian Areas

Low-height light fixtures should illuminate routes to transit facilities.

4. Major Buildings and Space

Design of lighting systems around buildings should enhance space, shape and proportion, and not merely emphasize mass.

Streetscape: Signage

A complete system of signage will be developed to help people easily recognize the North Coyote Campus Industrial Area and direct them to various locations throughout it. The system can be divided into five parts, each representing distinct, but interrelated, functions.

1. Directional
2. Identification
3. Orientation and Information
4. Traffic Control
5. Temporary

All signs should be mounted in a similar manner and combined with lighting and site furniture where possible.

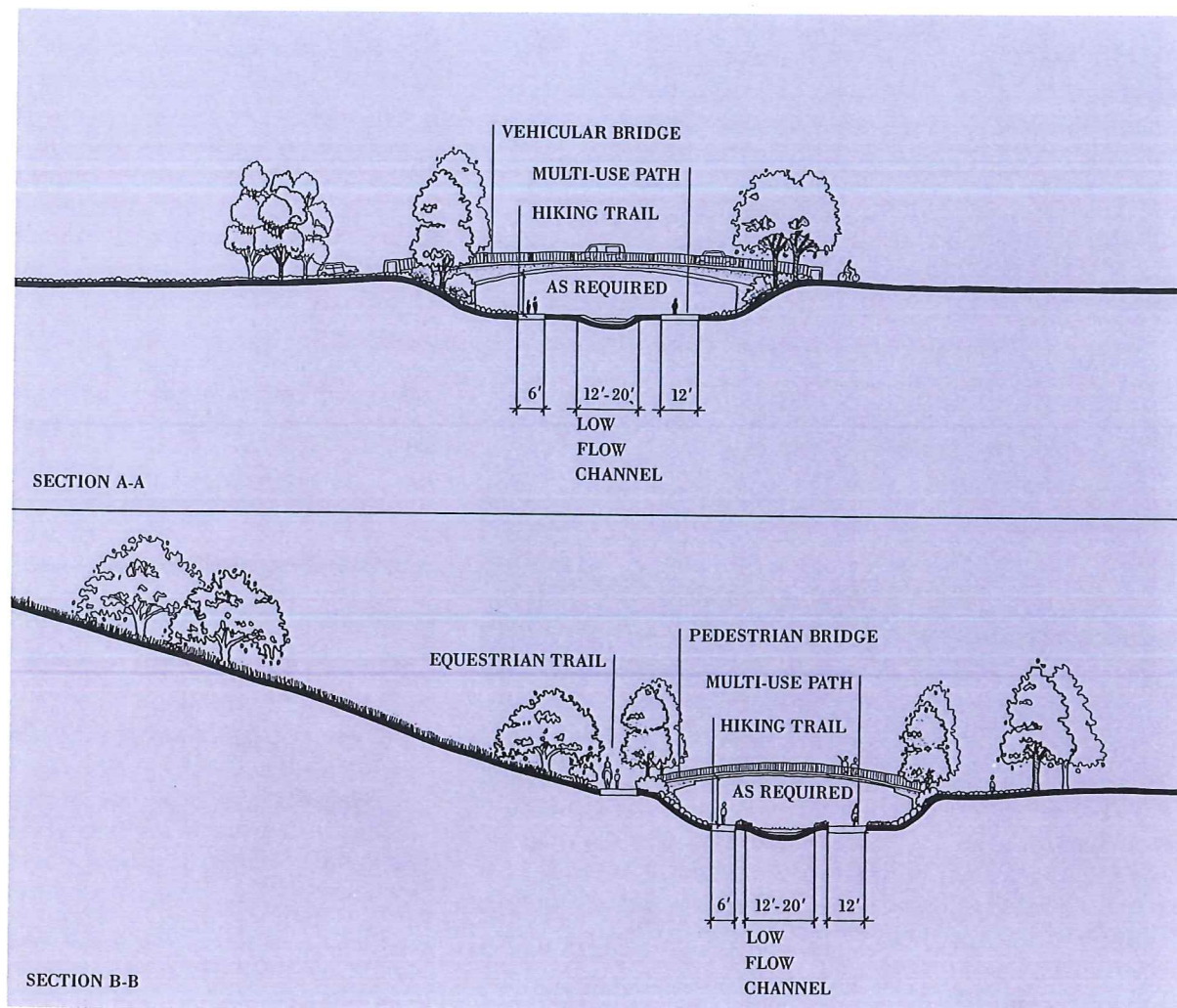
It is important that the signage system provide a graphic image that can easily be related to and harmonize with the overall character of the North Coyote Campus Industrial Area.

Streetscape: Site Furniture

Attention to the design and detail of small objects in the environment is as important to the development's aesthetics as are the buildings. Benches, lighting, signs, litter receptacles, bicycle holders, etc., contribute to the overall image.

If the Public landscape develops these items in a consistent manner they will serve as another unifying element.

Improvements and Jurisdiction



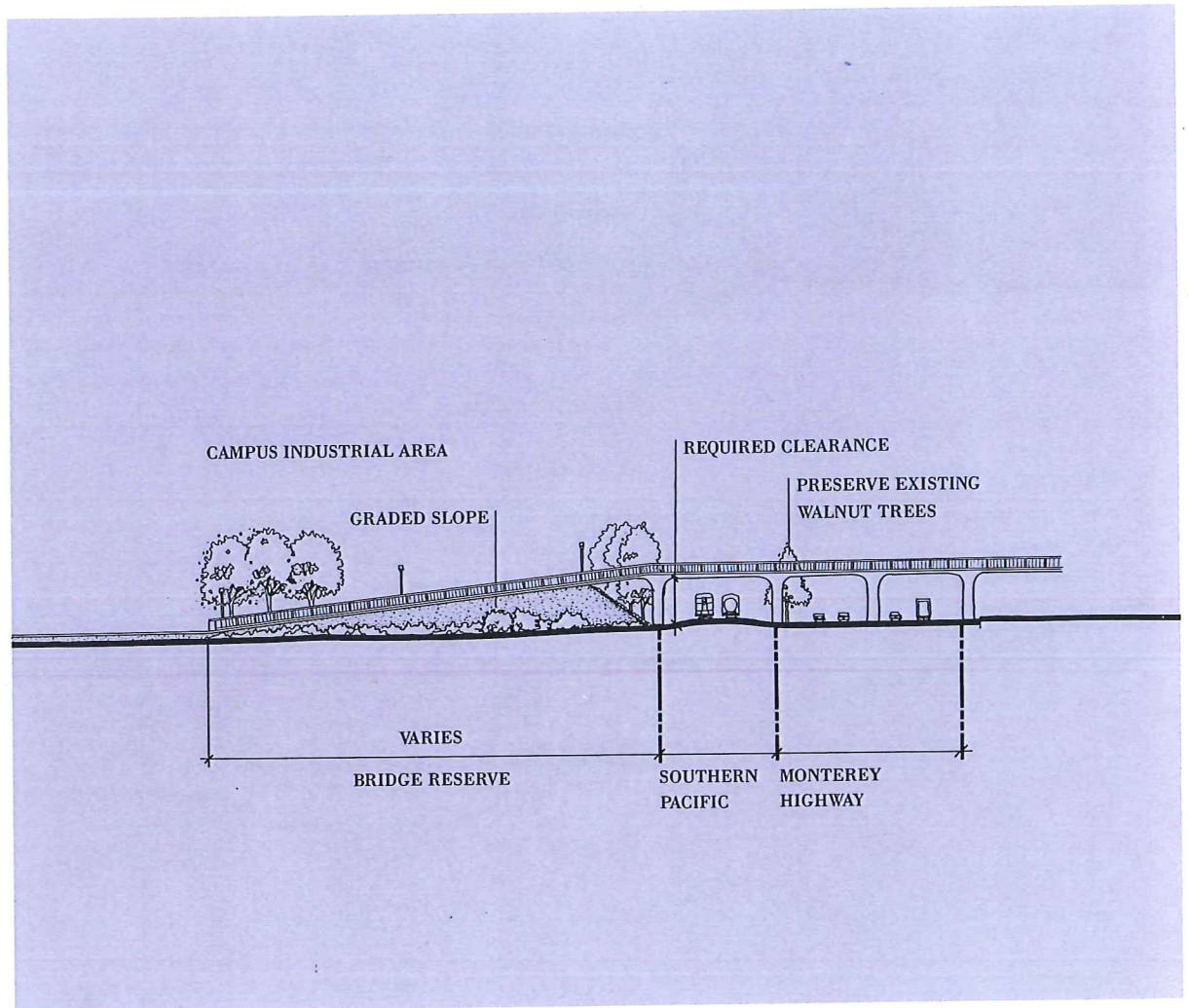
Bridges over Fisher Creek

Vehicular Type

- Provide clearance beneath for flood control and circulation as required.
- Provide pedestrian/bicycle access.
- Bridge structures of architectural significance.
- Lighting and signage.

Pedestrian/Bicycle Type

- Provide clearance beneath for flood control and circulation as required.
- Bridge structures, lightweight in character, of architectural significance.
- Low height lighting and signage.

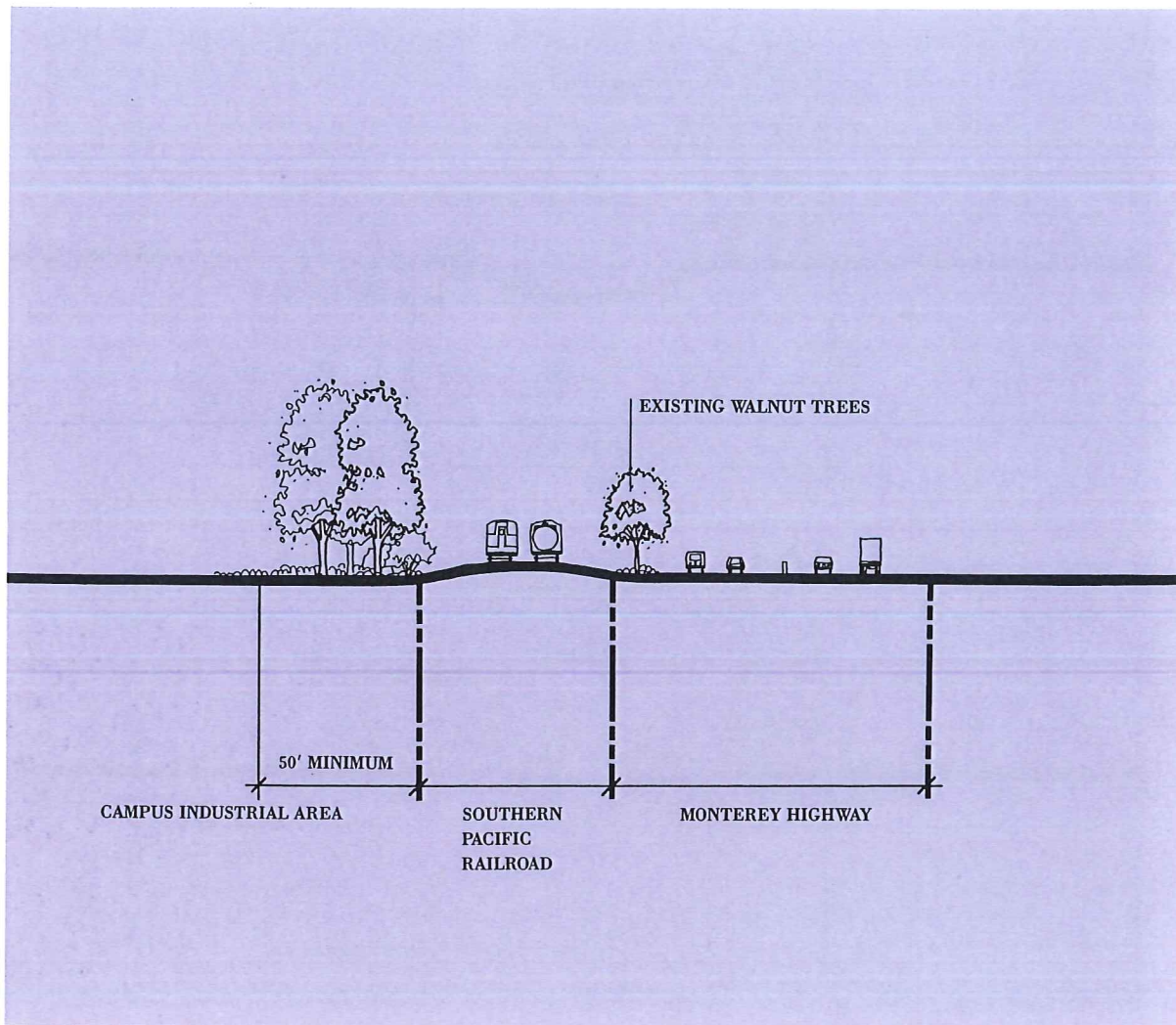


“Gateway” Bridges

- Bridge structures of architectural significance.
- Lighting and signage.
- Provide pedestrian and bicycle access (as required).
- Possible access clearance beneath at property line (if desired).
- Provide adequate space for planting at toe and ends of bridges.

Please refer to plan on page 35.

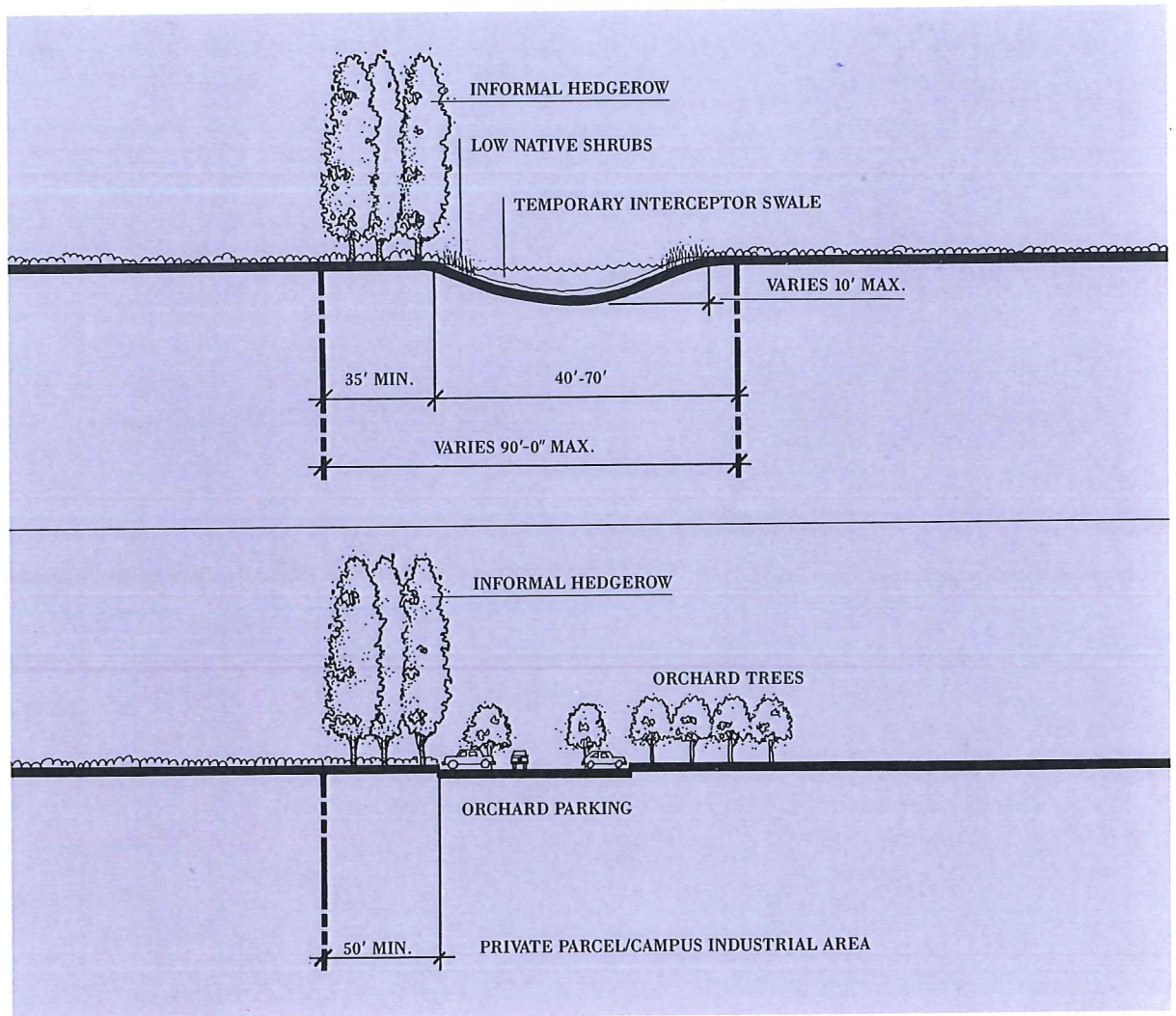
Improvements and Jurisdiction



East Perimeter Reserve

From the Urban Service Area Boundary to Tulare Hill.

- Plant 50' landscape area with grouping and groves of tall broadleaf evergreen trees, walnuts, native shrubs and ground-covers.
- Allow view "windows" to hills beyond.
- Hold fences back from property line 15 feet.
- Irrigate landscape.



South Perimeter Reserves

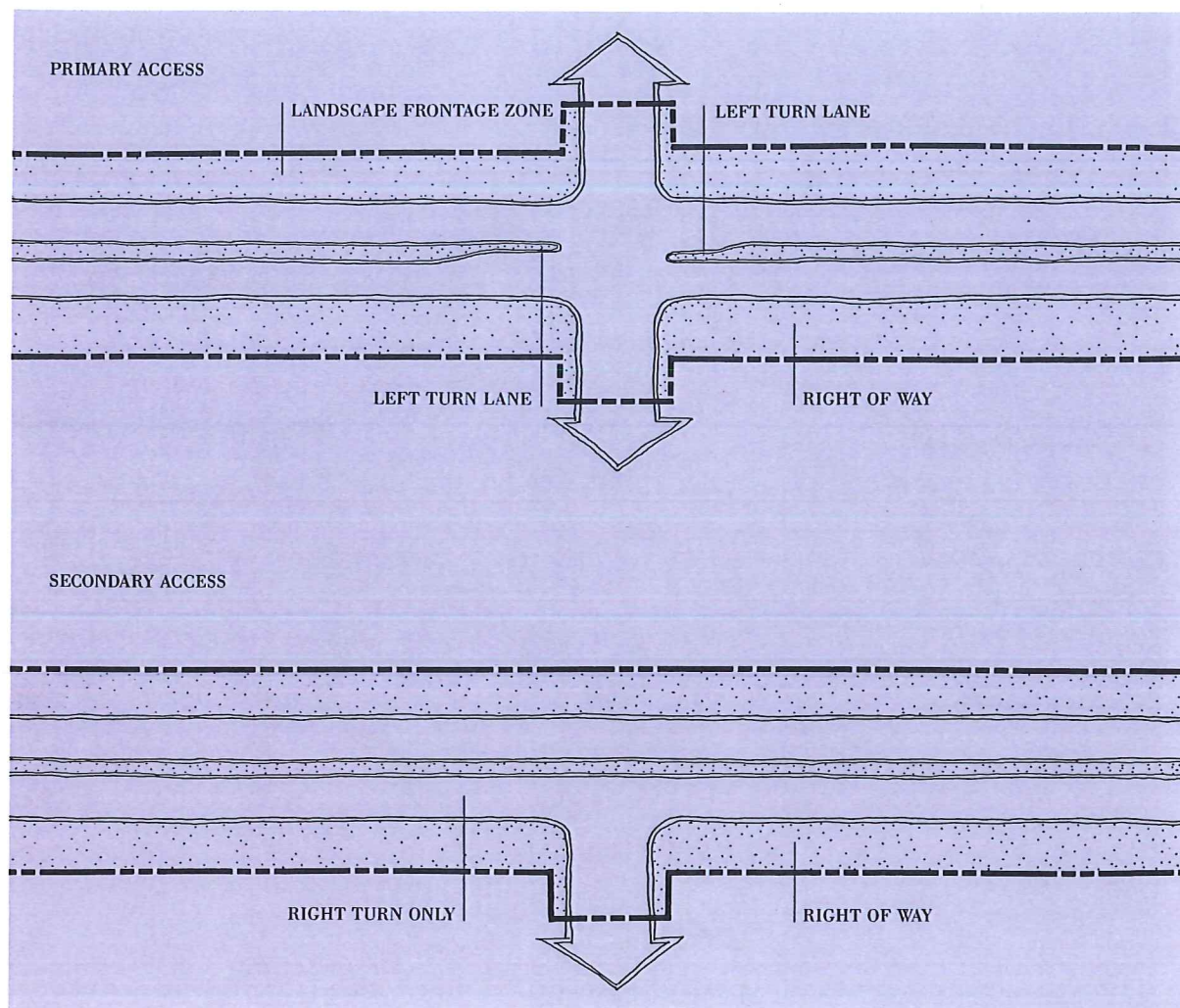
West of Santa Teresa Boulevard to Coyote Valley Parkway

- Temporary Alignment of Fisher Creek.
- Provide Flood Control Interceptor Swale.
- Landscape perimeter edge with informal hedgerows and low shrubs.
- Landscape flood control area with groundcovers and shrubs.
- Permanent condition requires 50' of irrigated landscape.

East of Santa Teresa Boulevard to East perimeter

- Informal hedgerows and low planting 50' minimum.
- Set fences back 15 feet from property lines.
- Irrigate landscape.

Improvements and Jurisdiction



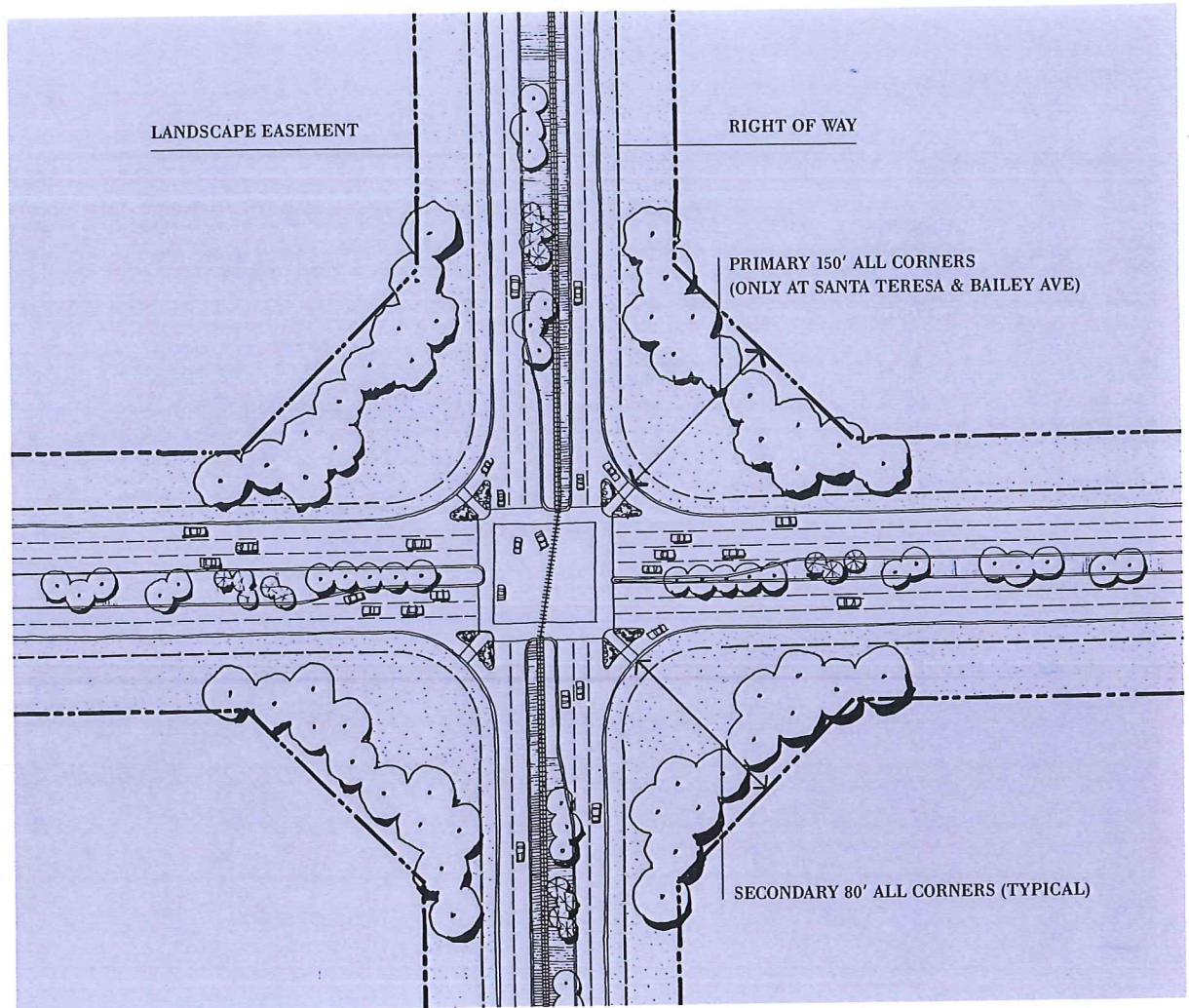
Project Entries

Primary Access

- Locations are based upon median openings and left-turn pockets as allowable in the road system.
- Number of primary access points are limited.

Secondary Access

- Access drives for "right turn only" ingress and egress should be located by individual property owners according to City standards.



Intersections

Intersection Reserves:

Bailey Avenue and Santa Teresa Boulevard intersection is primary. All other streetscape intersections are secondary.

Reserve Area recommendations:

- Primary 150' all corners from face of curb.
- Secondary 80' all corners from face of curb.

Intersection Reserve Areas include:

- Walkways
- Bicycle lanes
- Vehicular lanes
- Pedestrian Areas
- Landscaping
- Signage, Lighting, Furniture
- Transit drop-off for bus and light rail

Landscape and Open Space

Introduction:

This section of the report defines the approach, central concepts, key elements of landscape/open space and their related improvements. The Circulation Systems in the following section provide information and graphic dimensions of the roadways, circulation corridors, rights-of-way and landscape easements that relate to this discussion.

The general concepts set forth in the first section of this document (Master Development Plan) establishes the basic structure and character of the Campus Industrial Area for both the Public and Private Sectors. The Private Guidelines outlined in Section III address the relationship to the Public Improvements, building massing, entries and landscaping of the individual parcels.

The Landscape and Open Space system of Public Improvements establishes the "framework" of the new development both functionally and aesthetically. The extent of these improvements is shown on the Landscape and Open Space diagram. (Please see figure on Page 35.)

Approach:

The Open Space Concept establishes a unified hierarchy of site functions and elements that contain and enhance the range of diverse private interest and possible architectural response. The landscape is developed as a statement of quality, identity and organization that forms a supportive environment for working, business, thinking and recreation within

the rural Valley framework. Circulation patterns are integral to the network of Open Space and landscape. These traffic routes allow internal and external linkages, views and respect for the natural features. Emphasis is placed on use of public bus and light rail systems and bicycle and pedestrian connections to building locations. The quality and placement of all related improvements will create the character and experience.

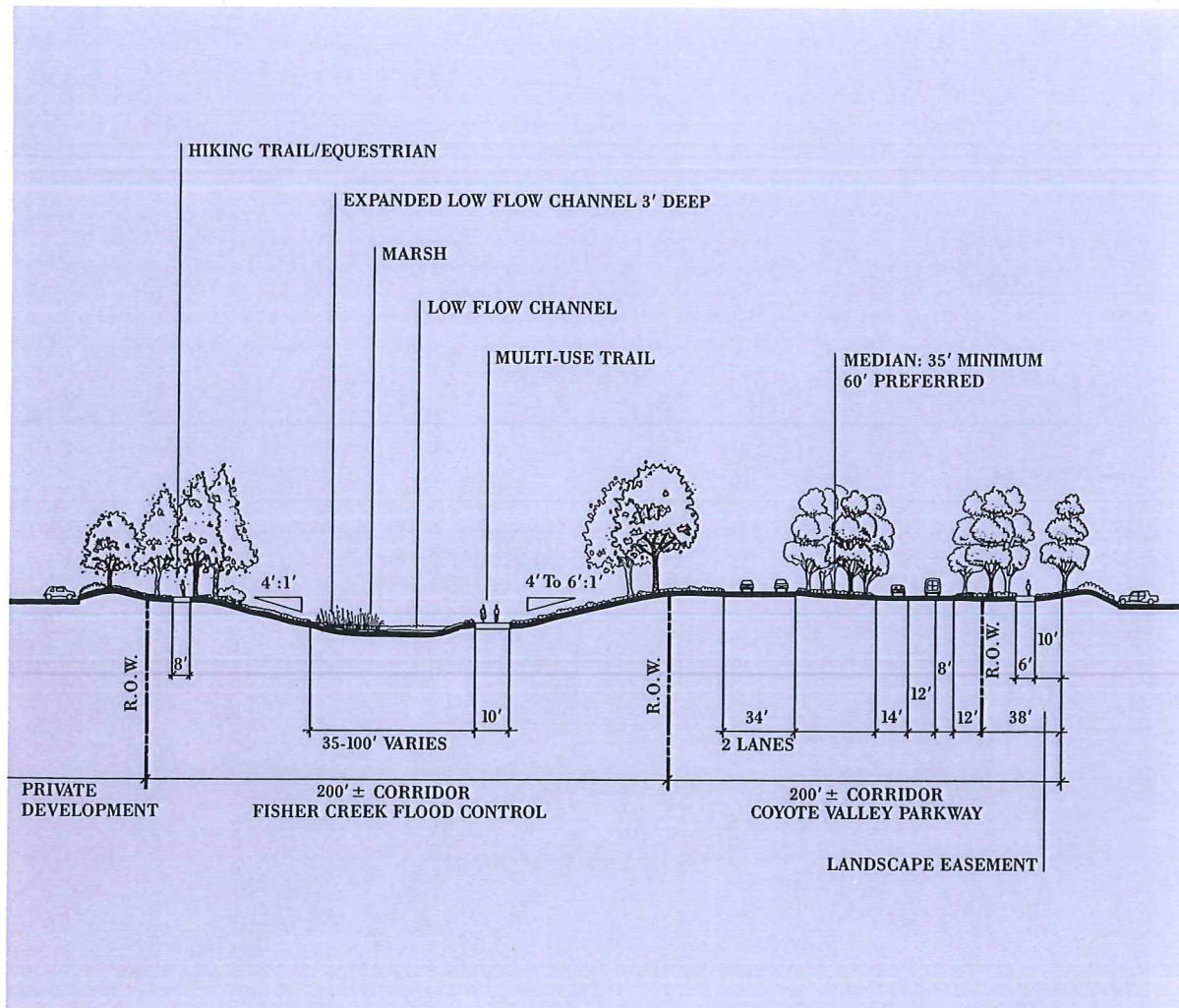
General Concepts:

Landscape and Open Space elements form a series of interlocking systems which include plant materials, landscape features, water, circulation, utilities and passive amenities.

Landscape and Open Space Systems are key features of the Development Plan. Their elements include:

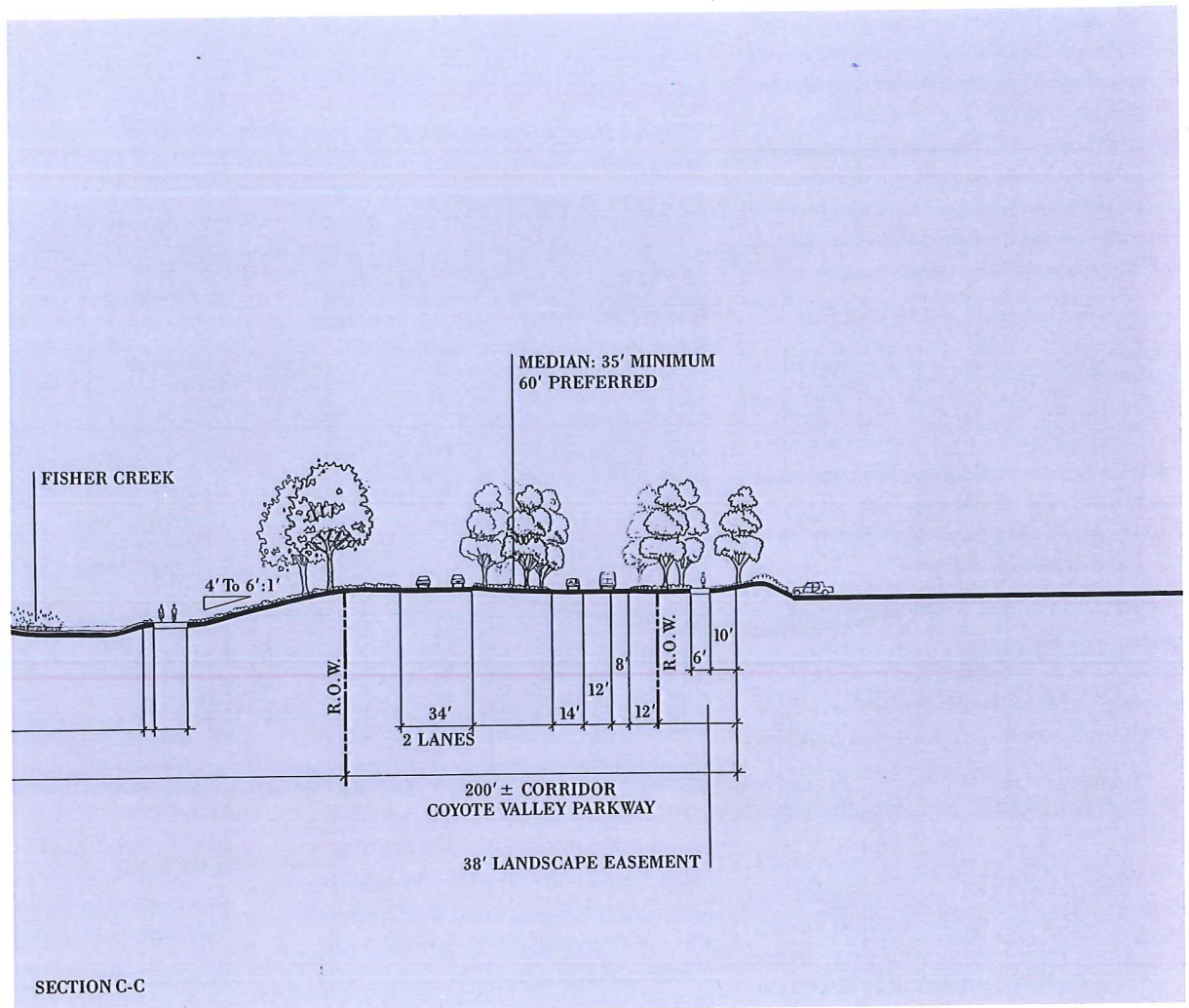
- The rural quality of the natural pastoral Valley.
- Large single-user parcels.
- Generous open space provisions and landscaping integrated with building massing and streetscapes.
- The combined Coyote Valley Parkway and Fisher Creek Floodway network.
- Public safety, access and flood control.
- Visual order, interest and spatial sequence compatible with the Valley's quality.

Landscape and Open Space



The Coyote Valley Parkway and Fisher Creek Floodway Network

The Parkway and Creek combine to provide the necessary access and flood control facilities and create the most significant landscape and open space feature within the Campus Industrial Area. The parkway system provides spatial organization, visual interest, recreation opportunities and community service. The parallel road and floodway form the spine of the development and link it together as a whole. The linear corridor of public land required to accommodate this feature, extends approximately 3 miles, includes 137 acres and averages 400 feet in width.



Coyote Valley Parkway

- 200' average width corridor.
- Alignment to flow along side of creek.
- Design parkway, creek and hillside as one unit.
- View into Creek area.
- Riparian planting, grouping of low and medium height trees on sides and median.
- Masses of low and medium height shrubs.
- Screen parking on development side with low shrubs.
- Groundcover extended from creek corridor.
- Walkway on east side as required for pedestrian circulation.

Landscape and Open Space

Coyote Valley Parkway

The *Coyote Valley Parkway* enters the Campus Industrial Area from the north as it connects with the new South Valley Freeway Route 101. The view and access from this regional connection will introduce the Valley development to visitors entering by auto from downtown San Jose and the airports to the north.

Once on the Parkway heading west from the Freeway, the views of the natural Santa Teresa Hills draw the traveler into the Valley. The initial journey passes through the existing Coyote Creek County Park and over Coyote Creek, Monterey Highway and the Southern Pacific Railroad before ramping down to the new development on the Valley's floor.

The Parkway continues west and merges quietly with the connection to Fisher Creek open space system and riparian planting. Linking the two types of activities with a similar landscape treatment provides the benefit of the clear order appropriate to the scale and significance of the Campus Industrial Area.

The detailed design requires skillful and land-sensitive location of the various elements within the Parkway network. Overall, the effect is to eliminate any

perceptible borderlines between Coyote Valley Parkway, Fisher Creek and the natural terrain of the Santa Teresa Hills.

Within a 200-foot corridor, the road should be allowed to divide. Here, the median's width should vary and each section of roadway should run at different heights. The planting along these sections should look as though it were always there and actually dictated the road's variations. Riparian vegetation in low to medium heights will extend from Fisher Creek in clumps and groupings. Selected planting in the median and along the sides of the Parkway corridor will provide both interest and function.

Fisher Creek: Introduction

The proposed realignment of Fisher Creek is shown in the figure on page 35. This alignment serves the Campus Industrial Area as the principal flood control facility and landscaped open space amenity within North Coyote Valley.

The dual purpose of the new alignment will restore Fisher Creek to its natural course along the westerly slopes of the Santa Teresa Hills. The linear corridor is approximately 3 miles long and 200 feet wide on the average. Fisher Creek will parallel the west side of the Coyote Valley Parkway through most of the Campus Industrial Area and, together with the Parkway, will create a significant landscape and open space amenity.

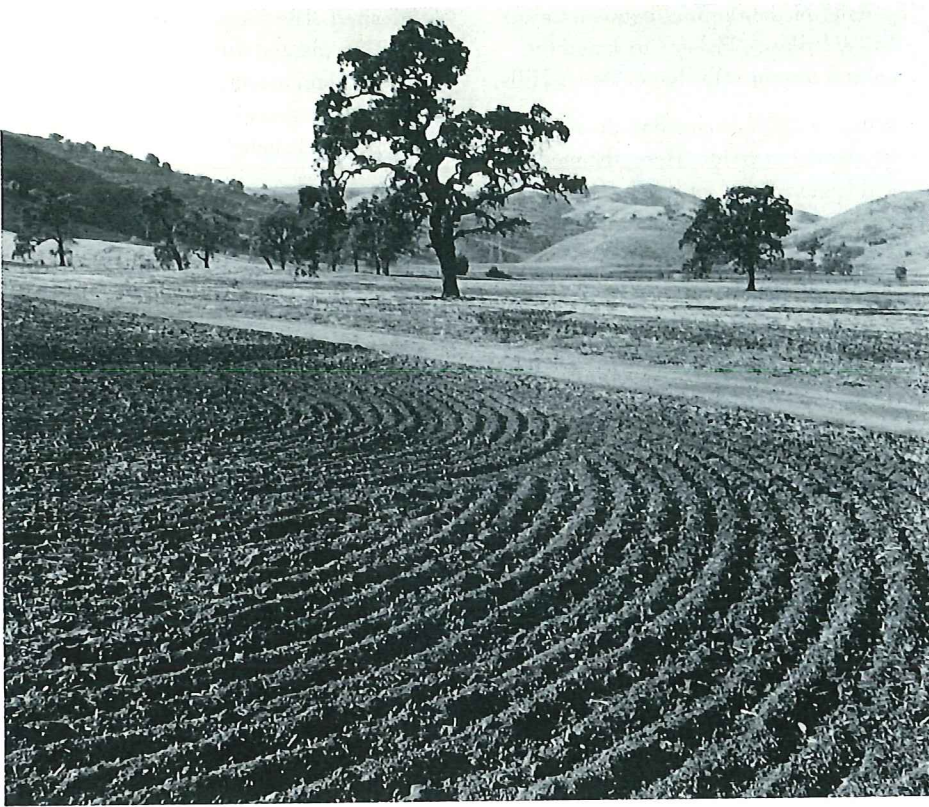
Fisher Creek's primary operational function is flood control. It is felt the "channeled look" can and will be avoided. A natural appearance of a riparian woodland stream, gently meandering along the hillside and Parkway is proposed and

desired. The floodway and Parkway corridor will be planted with a mixture of drought-tolerant ornamental and native riparian species to provide aesthetic, recreation and wildlife benefits.

The final form and function of Fisher Creek's realignment must be consistent with the flood control and maintenance requirements of the County flood management agency. The highest standards of flood control, public safety and property protection can be accomplished within the framework of the proposed concept.

A 10-foot deep cross-section is required to accommodate the anticipated storm water capacity. An additional 3-foot deep low flow channel is necessary. The low flow channel could be lined to reduce maintenance costs and preserve flow capacities. Maintenance is, nevertheless, required and a service access path is necessary near the low flow channel in the bottom of the 10-foot cross-section. Slopes along the corridor are planned to vary with the hillside conditions and for variety. Due to groundwater seepage a maximum slope of 4:1 is recommended. The slopes will generally be gentle and designed to blend with surrounding conditions.

Most floodwater is expected to be retained off-site within Metcalf Ponds to the north. Minor in-channel retention areas in the Fisher Creek corridor may be required. These areas would occur along the west



side of the Creek where space is available in selected areas. These areas are designated on the plans and would allow both flood retention and recreation possibilities in one space. The concept and need requires detailed study.

The flood control criteria allows the landscape and open space concept an opportunity to create the natural appearance desired for Fisher Creek. The required low flow channel will be shaped in the form of a meandering creek bed that will vary in width between 12 and 20 feet. The creek's low flow channel will normally contain

some water year-round and the edges will be softened with associated planting and grouping of rocks.

The narrow linear creek bed will be expanded at planned locations to create larger pond and marsh areas. These areas will provide additional space for floodwater retention and for passive recreation. They are linked to roadways making them visible and accessible. The west side of Fisher Creek along the hillsides will be maintained in a natural state and could provide an excellent wildlife freshwater marsh habitat.

The recreational aspects of the Fisher Creek corridor will serve the Campus Industrial Area as a linear park or spine, that provides visual delight and common facilities for all. Jogging and walking paths, bicycle trails, picnic and wildlife observation areas are planned.

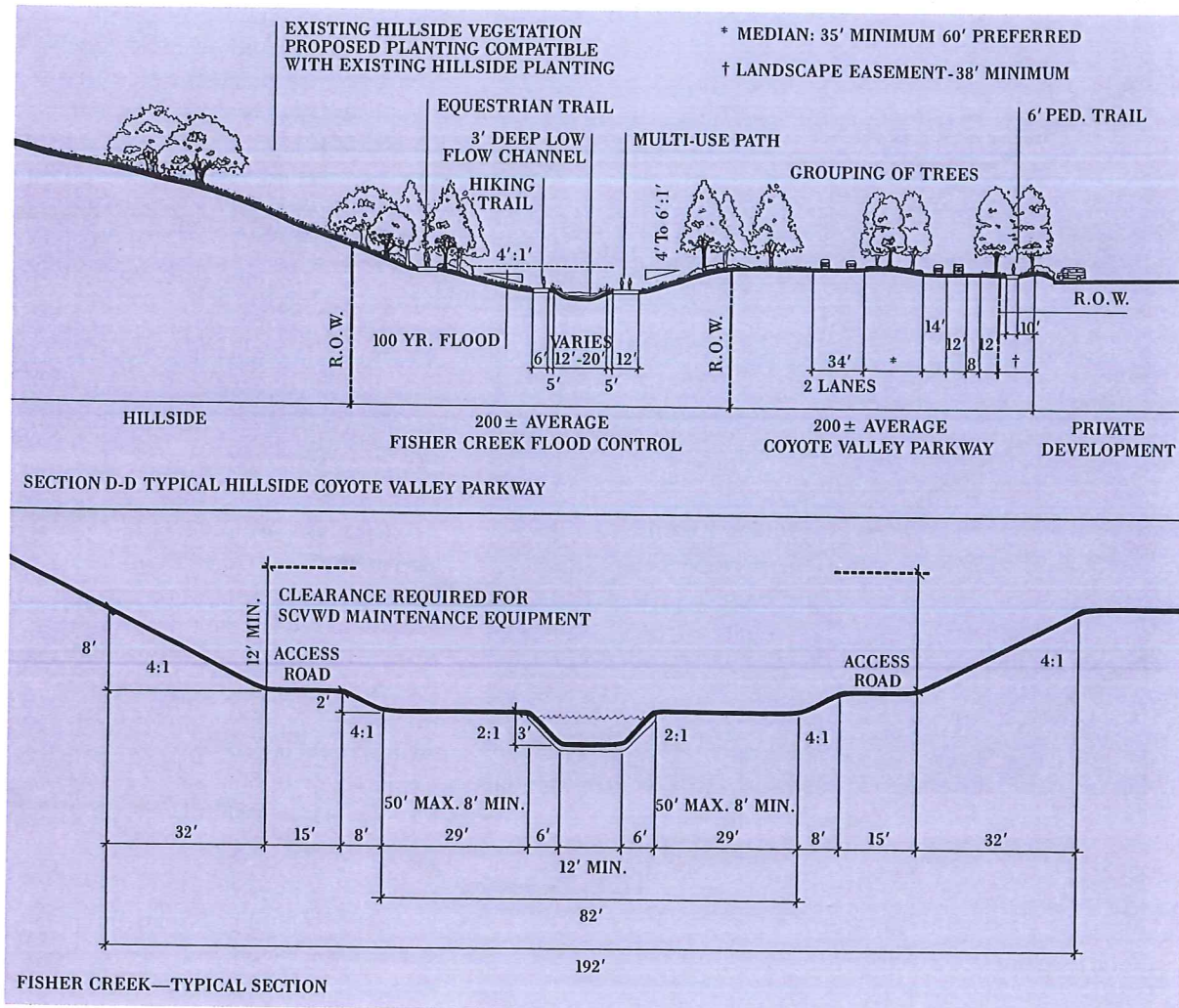
Equestrian paths, and larger passive recreational areas need to be discussed in more detail with the owners. All structural improvements will be located above the 100-year flood level and dual use of the required maintenance access road is encouraged. Parking for recreational areas near these facilities may be possible. Other more active types of recreation facilities such as ball fields could be provided if the necessary space and desires of the landowners warrant the need. Most of the individual parcels will provide recreation facilities for their internal use.

The reestablishment of riparian vegetation within the flood control limits is subject to approval by the County flood management agency. The Santa Clara Valley Water District encourages that landscaping material be of a low maintenance type; adapt to the climate and soil conditions of the flood control channel; and suggests irrigation especially during the initial establishment period. A fixed irrigation system has proven desirable to ensure a high rate of plant material survival.

Flood control facilities are expected to maintain a designed flow capacity and remain hydraulically efficient. This requires that sufficient extra capacity be designed in the 100-year flood plain to accommodate mature, naturally-grouped trees and shrubs. Planting should not interfere with maintenance access or operation. Also, planting should not obstruct the flow of high water.

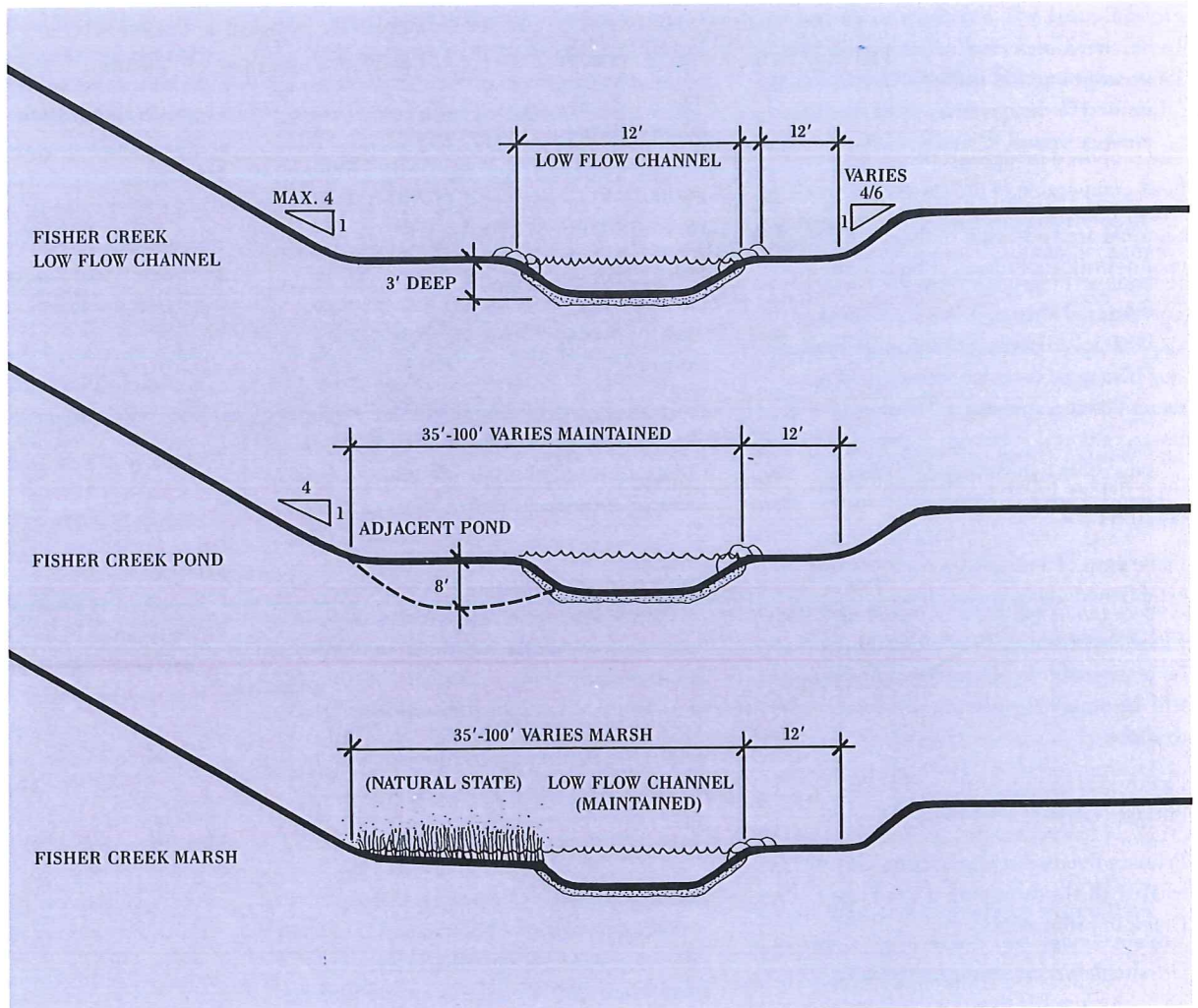
Maintenance is highest during the initial period. This activity consists of watering, pest and weed control, erosion repair, trash removal, basin repair, tree staking adjustment and replacement of dead plants.

Landscape and Open Space



Fisher Creek Sections

- 200' average width. 10' deep.
- Alignment in response to topography.
- Avoid "channelized" look.
- Meet Flood Control criteria.
- Provide maintenance access.
- Low flow channel meandering character of natural stream.
- Expand low flow channel for ponds and marsh areas.
- Provide open space amenities.
- Landscape with riparian planting.
- Provide pedestrian bicycle and equestrian trails.
- Bridges over Creek; allow access beneath.
- Provide erosion control.
- 4:1 maximum slopes.
- Retention/Recreation Areas.
- Allow views into Creek from Parkway.



Fisher Creek Low Flow Channel

Low Flow Channel—Fisher Creek

- Natural character.
- Meandering form.
- Varies in width 12'-20'.
- 3' deep.
- Impervious bottom material.
- Rock groupings and planting on edges.
- Maintenance path on east side 12' wide—multi-use.
- Maintained regularly—include in design.

Fisher Creek Pond

- Accent feature.
- Selected areas in channel.
- Varies in width 35'-100'.
- Retention opportunity.
- Water year-round.
- Impervious bottom or 6'-8' deep.
- Soft edges.
- Maintenance.

Fisher Creek Marsh

- Wildlife features.

Landscape and Open Space

Flood Control

The Fisher Creek channel will provide 100-year protection in North Coyote Valley (ultimate 1% design flow).

The proposed bridge structures will pass flows comparable to the creek channel.

Channel area adjacent to the low flow channel will include an access road.

The channel sides will have a maximum slope of 4:1 to prevent sloughing. Shallower slopes may be used where needed for recreational purposes.

The channel slopes will conform to the adjacent hillside conditions where possible.

Some form of maintenance access will be established along both sides.

Flood Detention

No permanent flood detention facilities will be required within the Fisher Creek channel.

Floodwater storage will be required to mitigate Coyote Creek flood potential.

Primary floodwater storage may be provided in Metcalf Ponds as part of the Fisher Creek improvements.

On-site detention storage may be required on each parcel at the time of development.

Potential Problem Areas

Recreation areas adjacent to the low flow channel or below normal ground level must be designed to prevent ground water problems.

Channel areas intended as open water must be at least 6'–8' deep to prevent vegetation growth.

Maintenance

The low flow channel will require cleaning periodically. If lined, the channel should be scraped about every 3 years.

Fresh water marsh areas adjacent to the low flow channel will require occasional maintenance to remove larger brush or saplings.

Fresh water ponds adjacent to the low flow channel will require occasional dredging to maintain sufficient depth to prevent aquatic vegetation.

Landscape Framework

The landscape is planned as a statement of quality, identity and organizational framework within the North Coyote Valley environment.

The use of appropriate plant materials within the Public Landscape will help to reinforce the natural rural character of the Valley and decrease the impact of the new development.

Planting will also provide orientation unification, visual order, definition of open space features and overall aesthetic enhancement. Wind, sun, noise and undesirable views can be mitigated by screening.

The existing vegetation pattern in the North Coyote Valley is a product not only of natural history, but of the history of man's use of the land. The present composition will change as the Valley undergoes development. The public and private landscape will create a framework of natural planting that allows the existing and proposed plant communities to grow, extend, and complete the reshaping of the Valley's landscape.

It is evident that the North Coyote Valley environment is a complex assemblage of natural features with opportunities and constraints not easily comprehended in its totality. The environment as a whole is interwoven. The following conceptual features help identify and explain the relationship between preserving the Valley's significant natural features and providing a new framework of vegetation.

North Coyote Valley Environment

- Includes hillsides and landform features that remain in a natural state.

Fisher Creek and Coyote Valley Parkway Network

- Riparian plant community

Streetscapes

- Recall rural/agricultural heritage
- North/South—Groves
- East/West—Hedgerows
- Intersections—Orchards

Planting Concept

The landscape concept, illustrated on pages 44–47, provides for a variety of planting. It also creates alternating views of the area's open spaces and of the surrounding hillsides. Plant material in various dimensions and density will create screens, backgrounds, focal points and large organized masses of colors and textures. Broad swatches of planting will structure the flatness of the Valley's floor. (Please refer to figure on page 44.)

Soil analysis studies should be completed so that all variables are known and compensation for deficiencies can be made as detailed landscape plans are prepared.

Because of high groundwater tables and subsoil compacted by heavy equipment, measures must be taken to ensure adequate porosity of subsoil created around planting areas. Underground drainage lines may be required to accomplish adequate conditions to promote and maintain plant growth.

The planting concept proposes the use of native or naturalized materials to reduce long-term maintenance costs, create a rural character and reflect the Valley's California heritage.

Plant species selected for the Campus Industrial Area are enclosed in this report as a preliminary list. The plant material listed requires minimum water, fertilizers and pesticides to maintain and conform to the native topography and plant community.

The use of deciduous trees and broadleaf evergreens will provide function, beauty, as well as seasonal change, variety and form. The broadleaf evergreen trees will serve as backdrops for the deciduous trees which will be used as flowering and accent planting. Below eye-level, native flowering shrubs will provide visual interest and screening. Groundcover and native grasses will create a unifying base at the groundplane. Groundcovers used on slopes will prevent erosion.

Extensive use of turf areas and conifers have been avoided as their form or ecological needs do not coincide with the characteristics desired in the Public Landscape.

The magnitude and expanse of the Campus Industrial Area requires that the arrangement of the planting be kept simple, direct, high in quality and low in maintenance.

The riparian planting proposed along Fisher Creek and the Coyote Valley Parkway will tie into the native topography and plant community of the hillsides. Rounded plant forms in mixed groupings typical of native oaks, bay-laurels, box elders, and willows will dominate.

A hierarchy of Streetscape planting is designed to create visual order, spatial definition and screening of undesirable views. The landscape space from the face of curb along the roadways to the back of the proposed landscape "frontage" easement is fifty (50) feet wide. This linear space will embody trees, shrubs, groundcover, walkways, utilities and screening of parking areas.

The East/West Streetscapes will be planted with tall thin double rows of poplar and eucalyptus trees in the character of rural/agricultural hedgerows. These tall curtains of trees will spatially divide the linear aspects of the Valley while opening and closing the views with seasonal change and color. The spacing and arrangement of low-height native shrubs along with the hedgerow trees will screen parking and undesired views from the travelways. The low and medium height shrubs should be located at the back of the frontage easement to create a sense of openness in the foreground. Selected views should be opened to special natural and man-made features. The hedgerows will create strong green lines that also serve as wind baffles.

The North/South Streetscapes are planned to have large informal groupings of trees that alternate in location on both sides of the roadways. A mix of deciduous and broadleaf evergreens are proposed with limited species such as alders, eucalyptus, and sycamores.

The tallest groupings are proposed along Santa Teresa Boulevard with smaller scale

trees on other roadways. The groupings or grove planting will allow clear views to the east and west hillsides. Groundcover and shrubs will be used to screen off parking and undesirable views of buildings from the roadway.

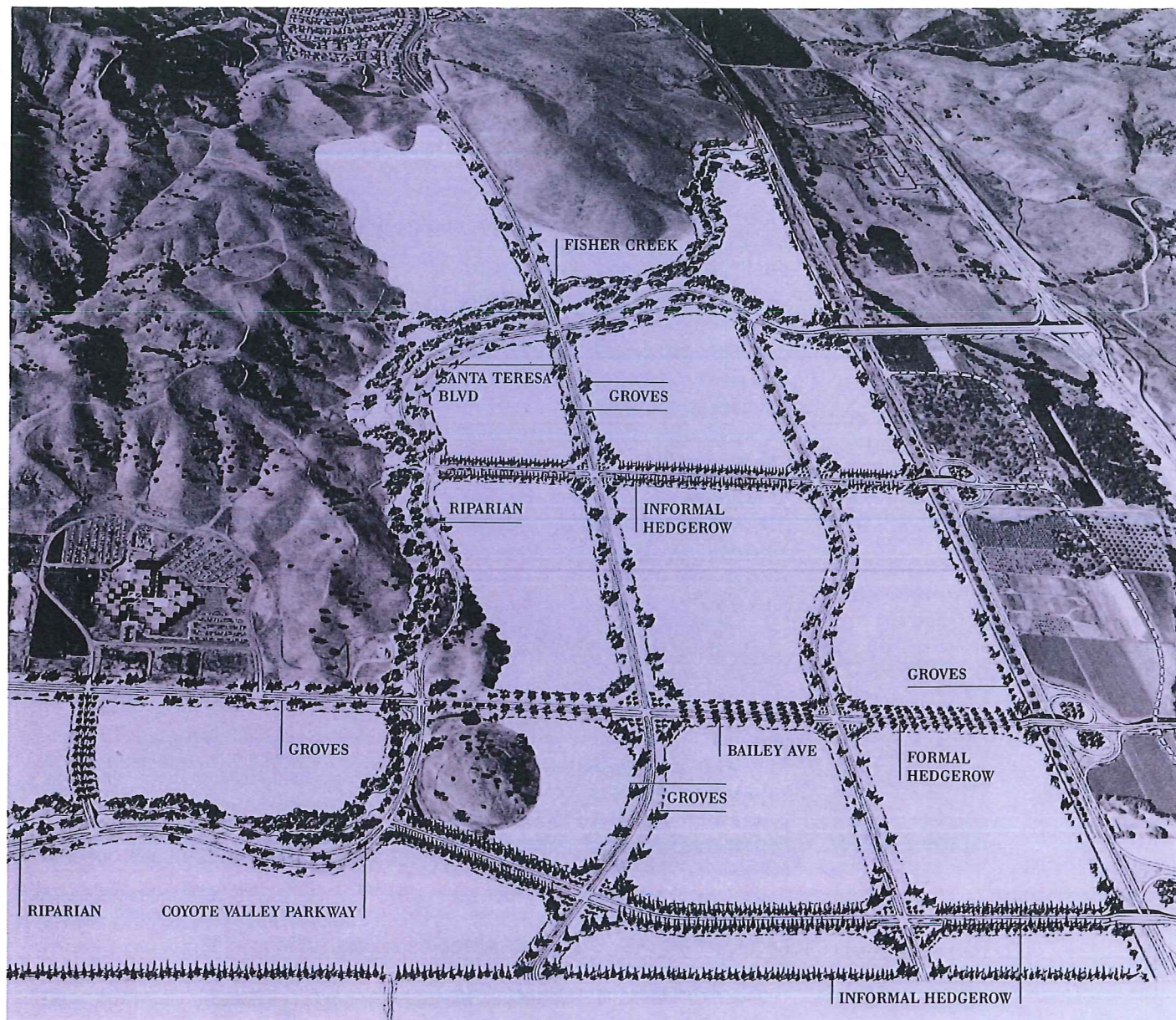
Intersections will tie the two systems of planting together and designate a change in pace by scale and planting. The concept at the Intersection Reserves is to introduce broadleaf evergreens as a backdrop planting. The large tall broadleaf evergreens will help to structure the intersection space and screen undesired views into the parcels. Pedestrian areas, transit stops and walkways will also be part of the Intersection Reserve space.

Maintenance

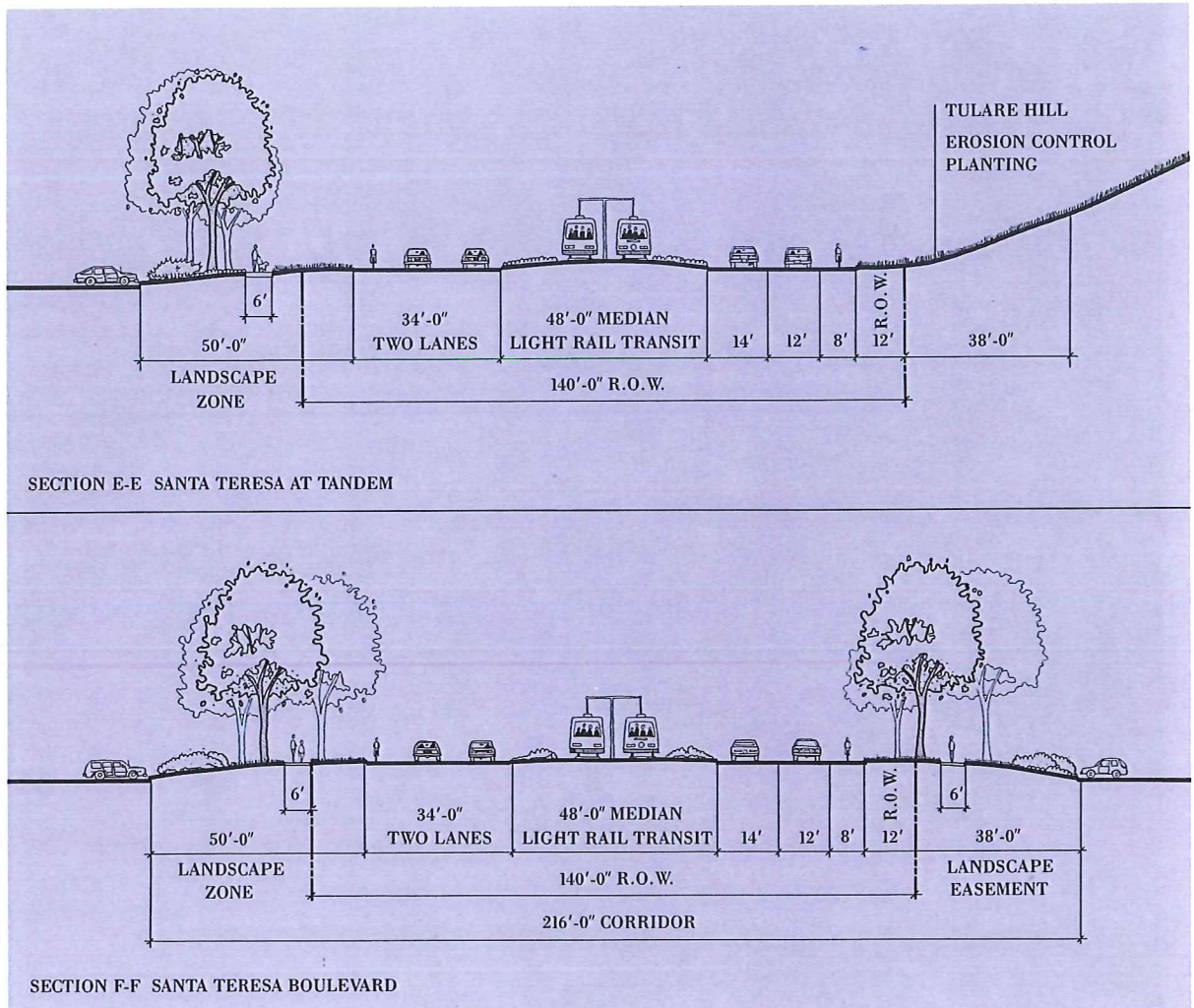
Good maintenance is the key to any successful landscape development. The best planned and implemented landscape design can easily go wrong if plantings cannot be properly maintained. In addition to selecting plants which do not require high maintenance, an adequate maintenance budget must be established to ensure a successful program.

Plants establish themselves within their first two or three years. This represents the period of highest maintenance costs. During this period they require concentrated care—water, weeding, spraying, pruning, fertilizing. In succeeding years, these costs should drop.

Landscape and
Open Space



Landscape Framework



Santa Teresa Boulevard

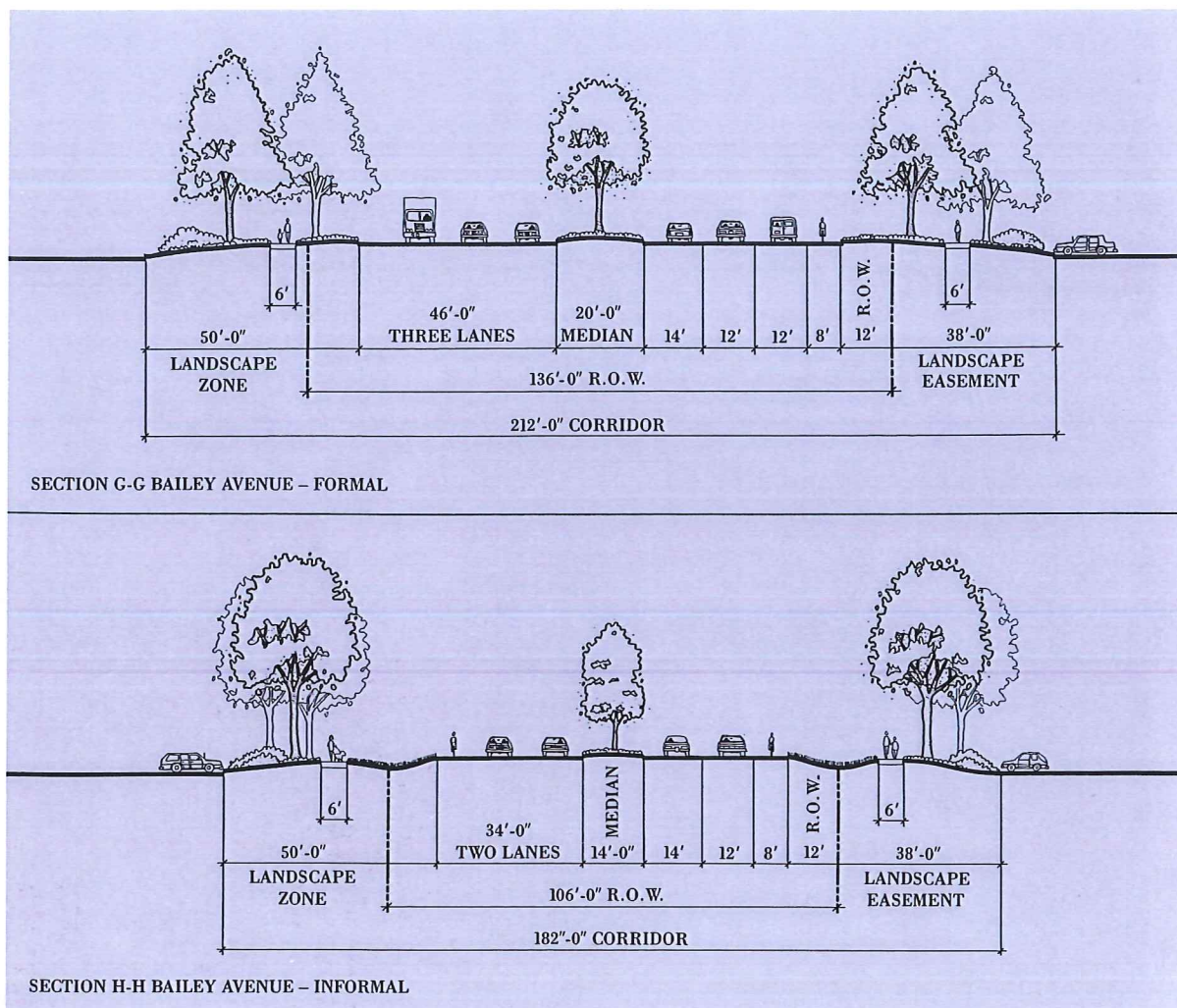
From north entrance along Tulare Hill

- Grove of tall broadleaf evergreen and deciduous trees.
- Smaller groupings of accent planting at parcel entry points.
- Low to medium height shrubs in masses at back edge of Frontage zone—screen cars.
- Groundcovers throughout.
- Erosion control planting on east side.

From Tulare Hill to South Perimeter

- Groves of tall broadleaf evergreen and deciduous trees on both sides of roadway.
- Alternate grouping locations.
- Accent planting at entry points.
- Screen parking with low shrubs at back of Frontage landscape easement.
- Allow views to hills on both sides.
- Groundcover throughout.
- Temporary trees in median.

Landscape and Open Space



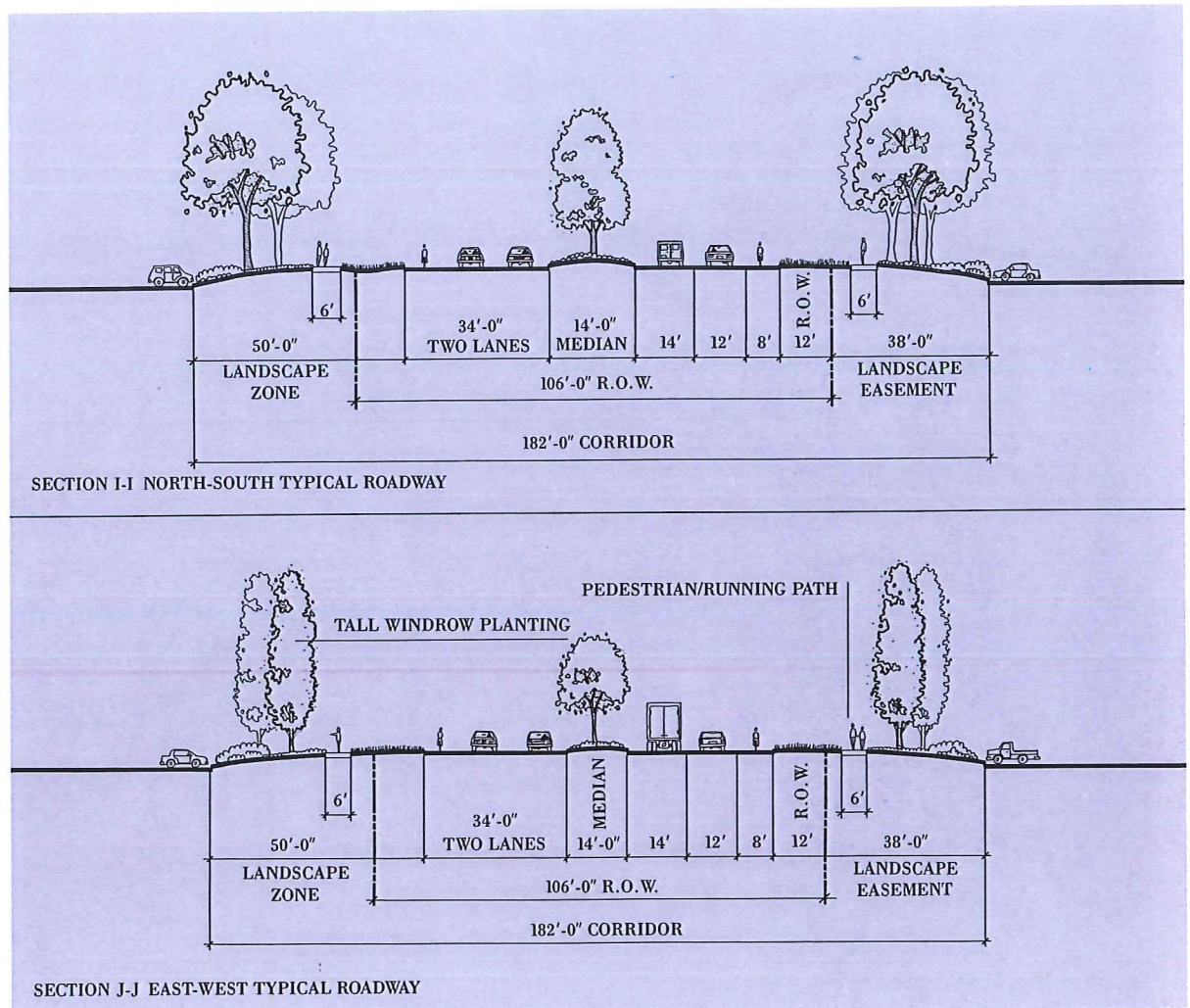
Bailey Avenue

Formal—East Perimeter to Coyote Valley Parkway

- Formal character.
- Double rows of tall trees on both sides of roadway.
- Same tree in median on-line.
- Low hedge planting along corridor edge to screen cars.
- Groundcover throughout.

Informal—Coyote Valley Parkway to Santa Teresa Foothills

- Informal character.
- Groves of medium height trees.
- Smaller trees in median.
- Screen cars with low shrubs.
- Sweeping walkway forms.



Arterials

North-South Streetscapes

- Groves of medium height broadleaf evergreen and deciduous trees.
- Alternate groupings within corridor.
- Small trees in median informal spacing.
- Allow views to hills.
- Screen views of parked cars.
- Straight walkways.
- Groundcover throughout.

East-West Streetscapes

- Double-row Hedgerow trees on both sides.
- Small Deciduous Trees in median in line.
- Screen cars with low shrubs in massing forms.
- Straight walkways.
- Groundcover throughout.

Circulation

Introduction

The new Campus Industrial Development will create a working, business and recreational environment for over 50,000 people when completed. Visitors, service and community use of the area will add to the need for an overall and integrated circulation system for the new development. The movement plan must accommodate and facilitate different modes of transportation to, from and within the area.

The circulation diagram shown on page 49 illustrates the framework and direction this multi-modal system requires. The automobile, at least in the 80's, will continue to be the main source of access to and from the area. Carpools and vanpools are encouraged as part of this program. Bus service and provisions for light rail from San Jose are incorporated in the design. A complete system of pedestrian walkways and bicycle lanes throughout the area is provided. Jogging paths, bicycle paths and equestrian trails are part of the Fisher Creek linear park network. All bridges over Fisher Creek will allow clearance underneath for non-motorized circulation systems and occasional maintenance vehicles.

The way we move through a landscape is sometimes the only way we see and understand a place. The circulation system for the Campus Industrial Area moves through and reinforces the proposed Open Space

System while connecting all individual parcels with the developments functional and amenity features. This system is set within an aesthetically pleasing landscape and Open Space framework.

Coyote Valley Parkway is key to this approach. Its location, route of travel, character and relationship to the Fisher Creek linear park corridor creates a significant ceremonial and identity entrance into and through the Campus Industrial Area. This distinctive concept will set the Coyote Valley Parkway apart from all other roadways within the area and beyond.

A hierarchy of roadways has been established in the Development Plan to serve the new Campus Industrial Area. All roadways are designed to carry an acceptable level of traffic by City standards and meet requirements for safety.

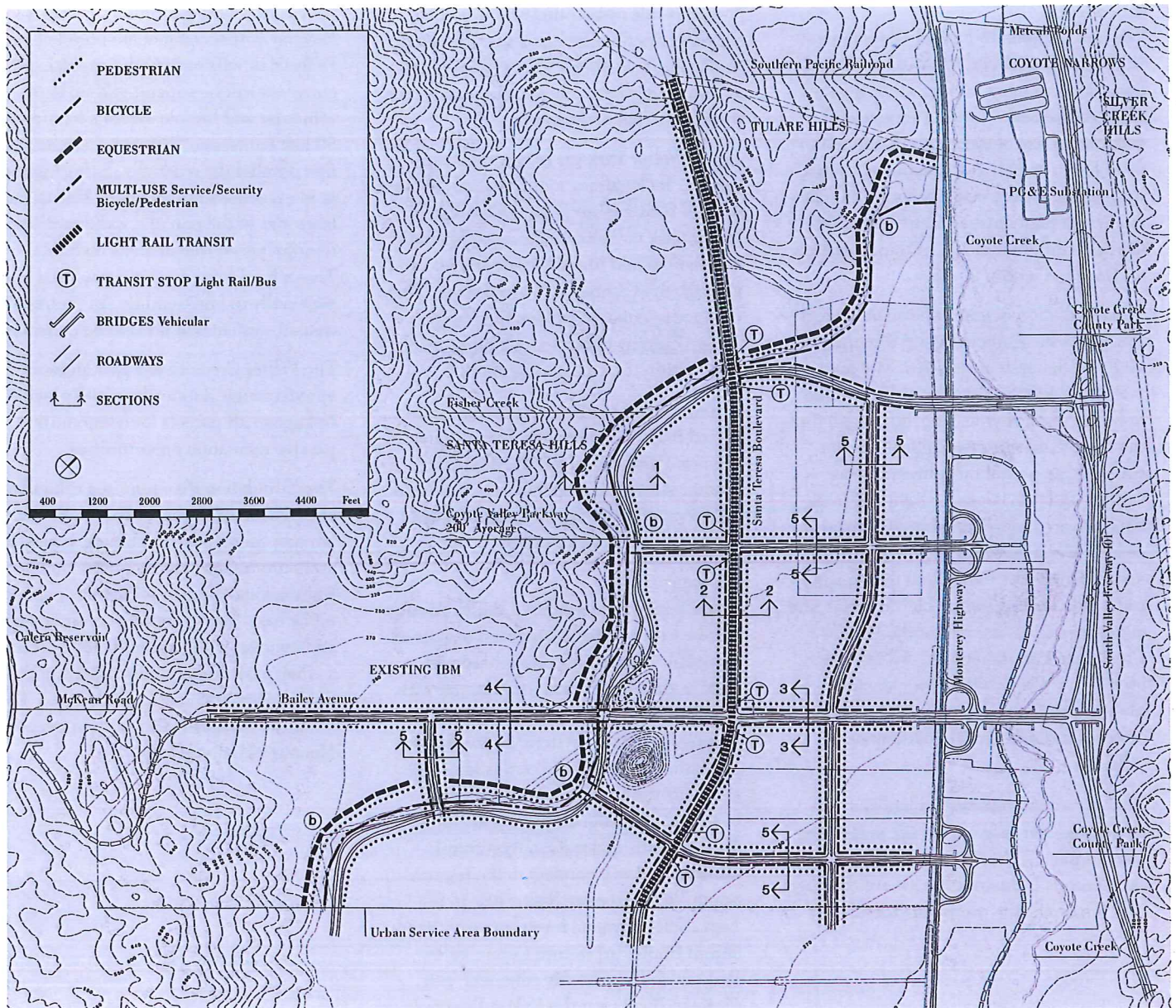
Approach

Santa Teresa Boulevard and Bailey Avenue will be expanded and improved as part of this plan. Santa Teresa Boulevard will service the development community with four traffic lanes, bicycle lanes, and the proposed light rail system. Santa Teresa Boulevard is roughly 2.3 miles long and serves as the major North/South travel corridor within the development. Bailey Avenue is the major East/West travel corridor and will connect to the regional South Valley Freeway Route 101, to the East. Bailey Avenue intersects with Santa Teresa Boulevard, future Coyote Valley Parkway and eventually connects with McKean Road near the Calero Reservoir in the Santa Teresa Hills to the west. The new route up the hill to McKean Road is yet to be determined.

All roadways except the Coyote Valley Parkway will accommodate bicycle lanes. Pedestrian walkways in the streetscape corridors will be separated from both vehicular and bicycle systems within the 50 foot landscape "Frontage" easements that parallel the roadways. Safe crossings at intersections are planned. Due to the large size of the parcels, walking distances from proposed transit stops on Santa Teresa Boulevard can be considered long, especially in foul weather. An "intra-transit" system will need to be considered.

The Fisher Creek linear park network is approximately 3 miles long and provides linkage to all parcels for community passive recreation opportunities.

The Circulation Plan requires vehicular and pedestrian bridges. Four major bridges are proposed to carry vehicles, pedestrians and bicycles over the Southern Pacific Railroad and Monterey Highway corridors to the east. Two structures continue east and connect with the South Valley Freeway as they pass through the Coyote Creek County Park and over Coyote Creek. The other two bridges to the east connect to Monterey Highway only.



Circulation

Circulation

Three additional vehicular bridges within the development will span Fisher Creek. Others may be proposed if access from the Coyote Valley Parkway is desired into major parcels. All bridges will allow circulation and flood capacity underneath.

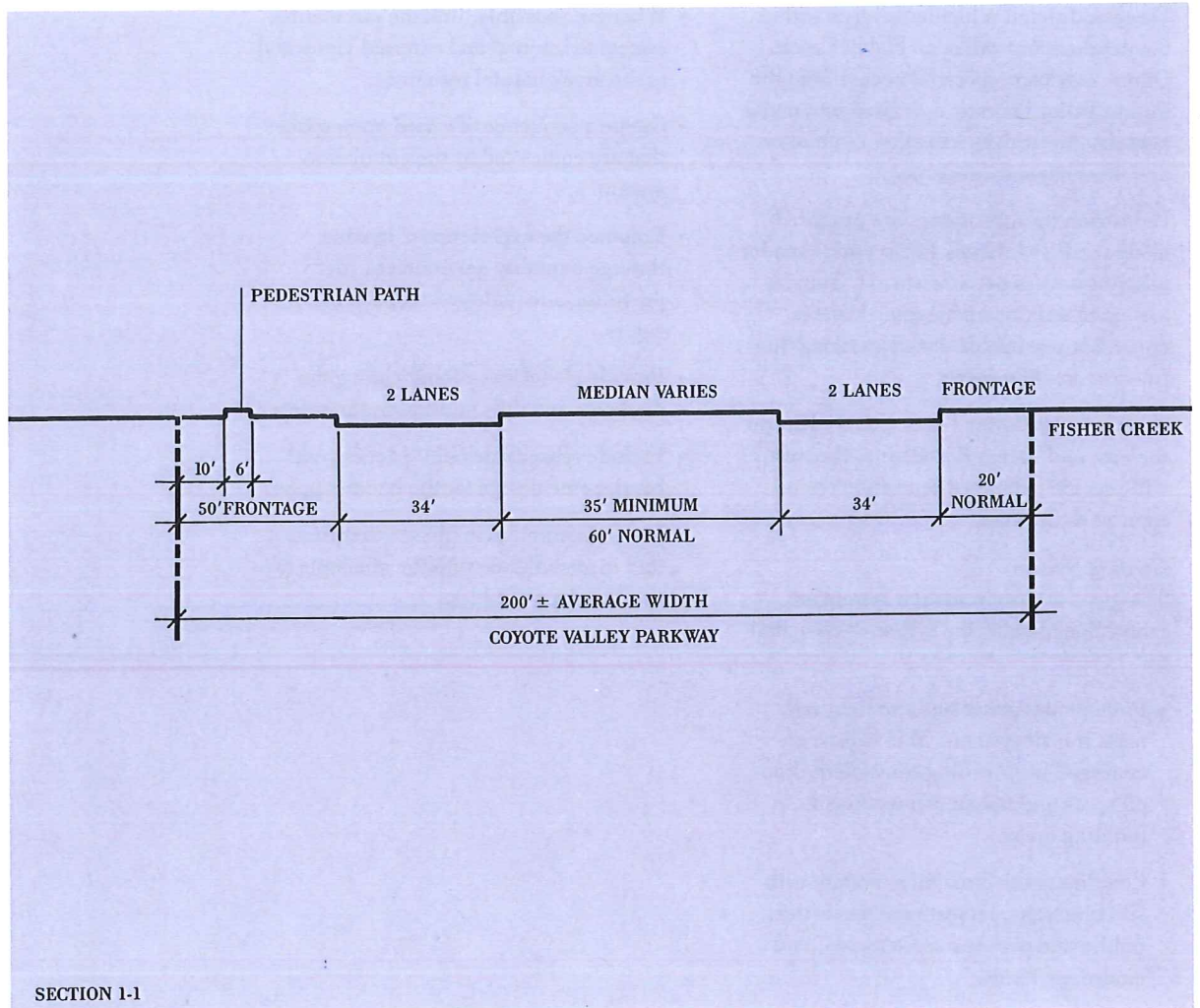
Pedestrian/bicycle bridges are proposed along the Fisher Creek linear park corridor allowing access to the west side. Thus, a system of walking and jogging loops is created at reasonable distances along this linear recreation spine.

Access to the Coyote Creek County Park to the east and Calero Reservoir to the west will provide expanded recreation opportunities to the area.

Goals of System

The goals of the circulation system are many. Specifically, the system is designed to:

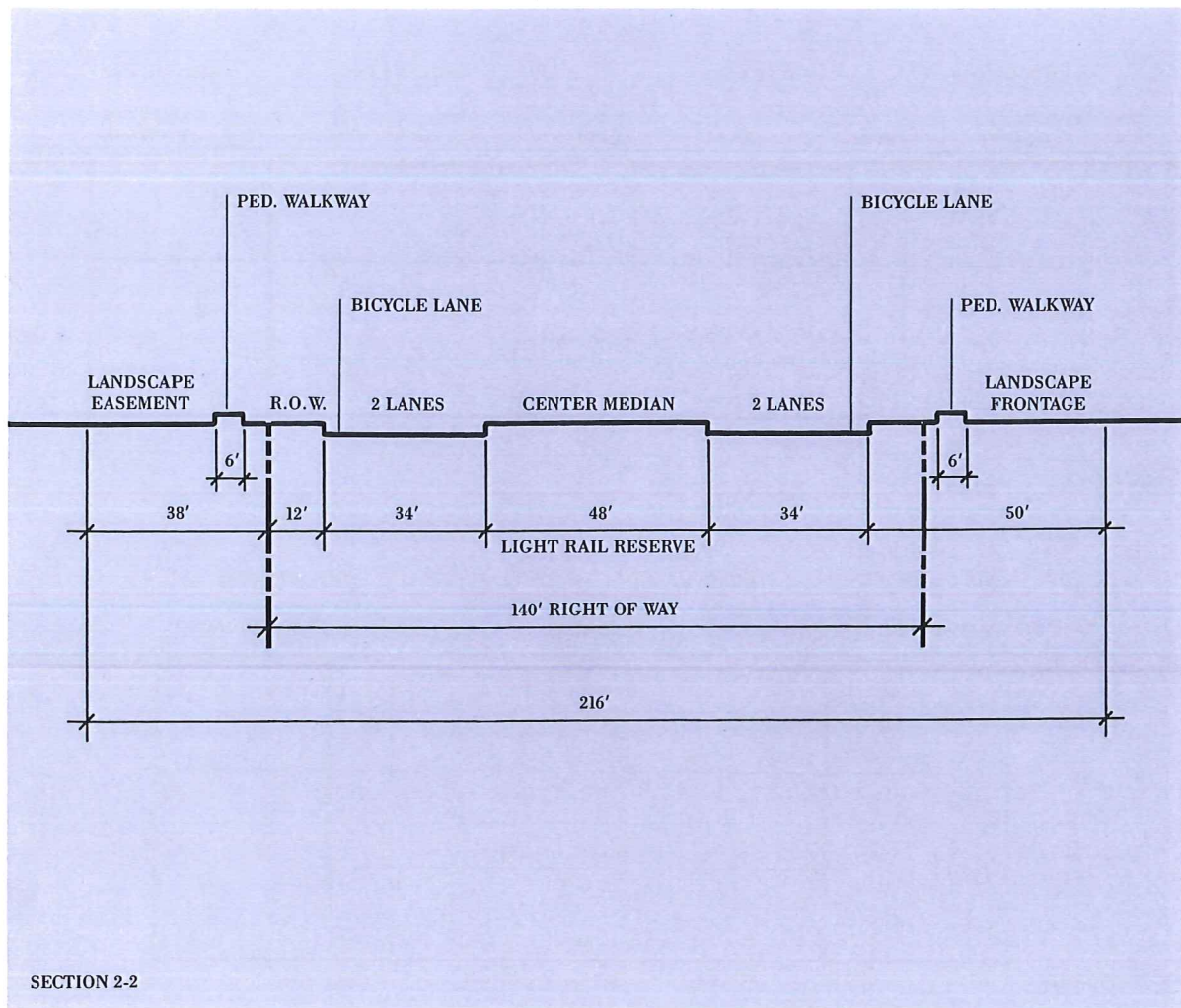
- Promote the use of bus and light rail mass transit systems. This will be encouraged by providing convenient drop-off spots and transit connections to building areas.
- Coordinate the circulation system with site functions, recreational amenities, public and private access routes, and landscape forms.
- Whenever possible, link the circulation system to internal and external views and to the area's natural resources.
- Create a sequence of varied open spaces that are connected by the circulation system.
- Enhance the experience of moving through a quality environment, by providing adequate green space corridors.
- Provide clear lines-of-sight along the roadways and thus improve traffic safety.
- Include reasonable public access and barrier-free design for the handicapped.
- Plan construction in phases over time and in accordance with the concepts of the Development Plan.



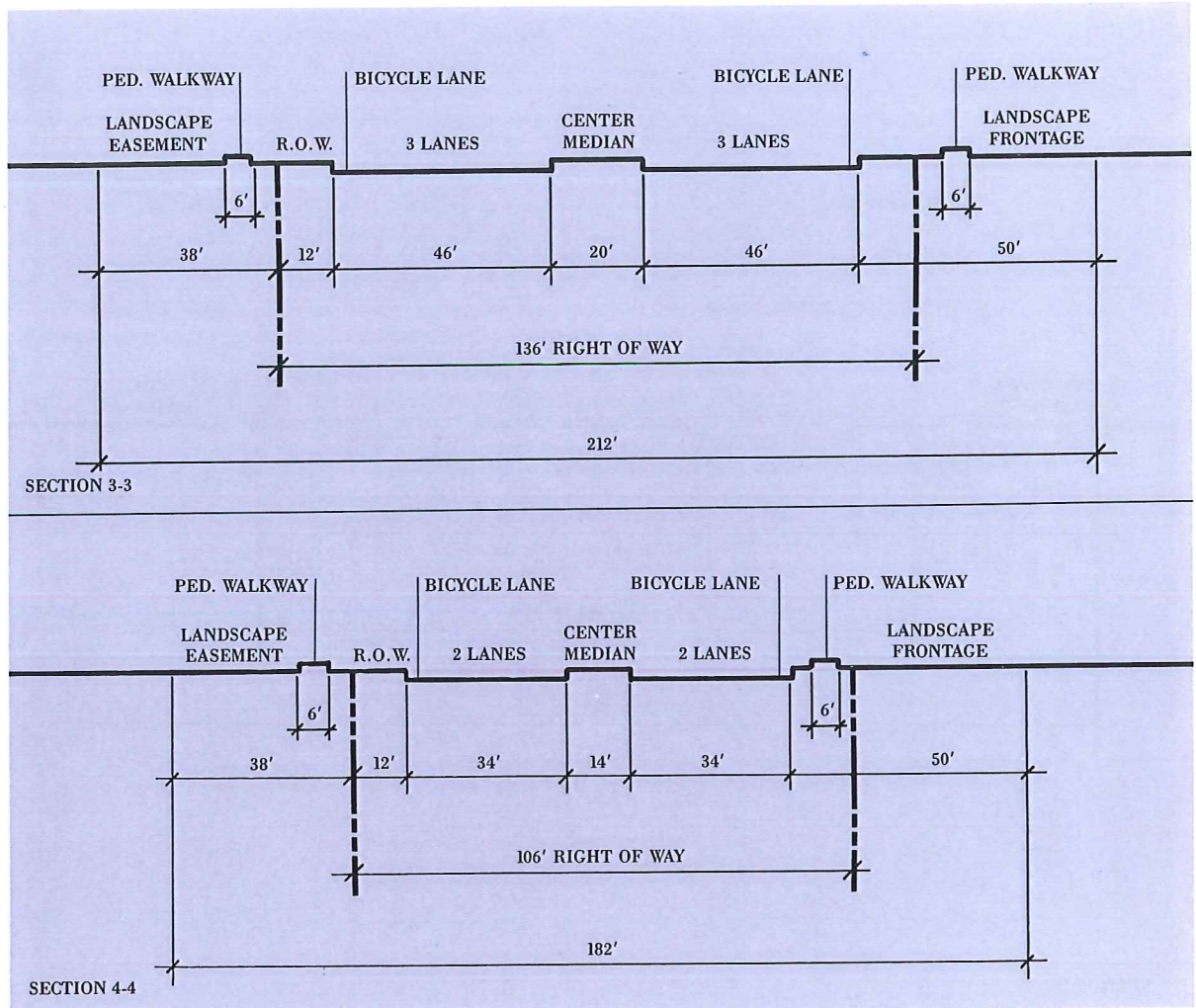
Coyote Valley Parkway

- Connection to State Route 101.
- 200' corridor average.
- Limited Access Road.
- Roadways vary in elevation and width.
- "Fits" into landforms.
- No curbs or bicycle lanes on roadways.
- Pedestrian path in landscape frontage area on east side.
- Traffic safety.
- Alignment alternatives to be studied.
- Hillock separation north of Bailey Avenue possible.
- At-grade crossings at Bailey Avenue, Santa Teresa Boulevard and other arterials.
- No parking.
- Street lighting only at intersections.
- Signage as required.
- Temporary ending at Urban Service Area Boundary.

Streetscapes

*Santa Teresa Boulevard*

- 4 lanes of vehicles.
- 140' right-of-way.
- 216' corridor.
- 48' median for light rail reserve.
- Transit stops at intersections (bus and light rail).
- 8' bicycle lanes.
- 6' pedestrian paths in Frontage Easements—both sides.
- Safe crossings at intersections.
- Bridge over Fisher Creek Reserve.
- Gateway Reserve—North and South ends.
- Landscape Frontage on both sides of roadway 50'.
- Left-turn pockets.
- Street lighting only at intersections.
- Pedestrian lighting along walkways.
- No parking on roadway.
- Signage as required.



Bailey Avenue

From East Perimeter to Coyote Valley Parkway

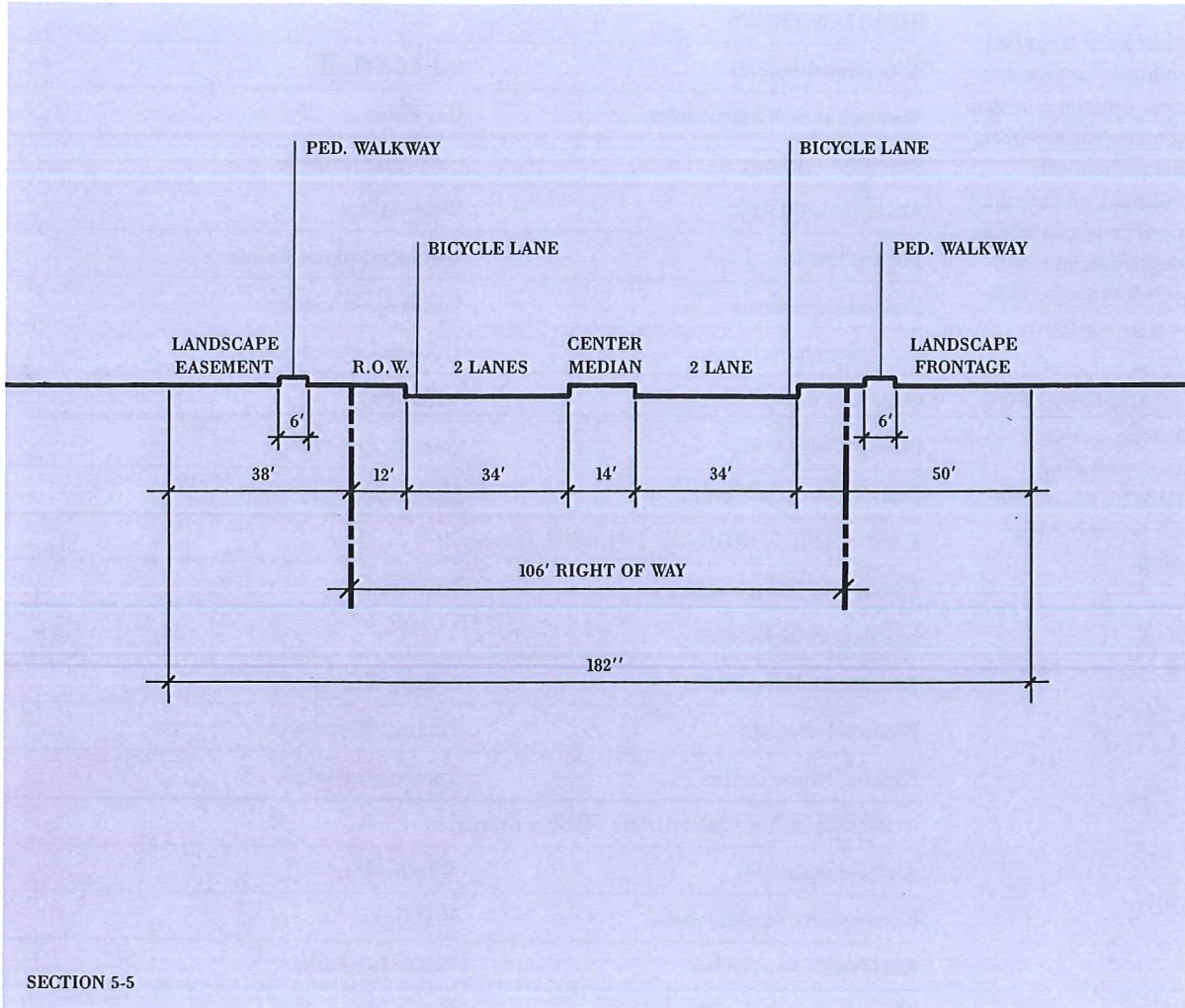
- 6 lanes with left-turn lanes.
- 136' right-of-way.
- 212' corridor.
- 20' median.
- 8' bicycle lanes—both sides.
- 6' pedestrian walkway in Frontage Easement—both sides.
- 50' Landscape Frontage on both sides of roadways.
- Bridge over Fisher Creek Reserve.
- Gateway Reserve—East.

- Street lighting—intersections only.
- Pedestrian lighting along walkways.
- No parking on roadways.
- Signage as required.

From Coyote Valley Parkway to Santa Teresa Foothills.

- 4 lanes.
- 106' right-of-way.
- 182' corridor.
- 14' median.
- Same as above.
- Gateway Reserve—West.

Streetscapes



Arterials

East/West and North/South Streetscapes

- 4 lanes with left-turn lanes.
- 106' right-of-way.
- 182' corridor.
- 14' median.
- 8' bicycle lanes—both sides.
- 6' pedestrian walkways in Frontage Easement—both sides.
- 50' Landscape Frontage on both sides of roadways.
- Street lighting—intersections only.
- Pedestrian lighting along walkways.
- No parking on roadways.
- Signage as required.
- Left turn pockets in median.

Plant List

Preliminary Plant List

The following plant list has been compiled for the Public Improvements as outlined in the preceding Guidelines. A major concern in the selection of plant materials has been the adaptability of plants to the local climate and the soil conditions on the site. Emphasis has been placed on plants which will reinforce the landscape concept and the character envisioned for the site. This plant list is meant to be representative rather than all inclusive.

The Private Improvement Guidelines Plant List outlined in the following section expands this plant palette, providing additional species suitable for the public improvement areas; such as water edge and grass species planting.

RIPARIAN TREES

<i>Acer macrophyllum</i>	Big-Leaf Maple
<i>Acer negundo</i> 'Californicum'	Box Elder
<i>Aesculus californica</i>	California Buckeye
<i>Alnus rhombifolia</i>	White Alder
<i>Juglans hindsii</i>	California Black Walnut
<i>Platanus racemosa</i>	California Sycamore
<i>Populus fremontii</i>	Fremont Cottonwood
<i>Quercus lobata</i>	Valley Oak
<i>Quercus wislizenii</i>	Interior Live Oak
<i>Umbellularia californica</i>	California Bay

EAST-WEST CORRIDOR TREES *Hedgerow*

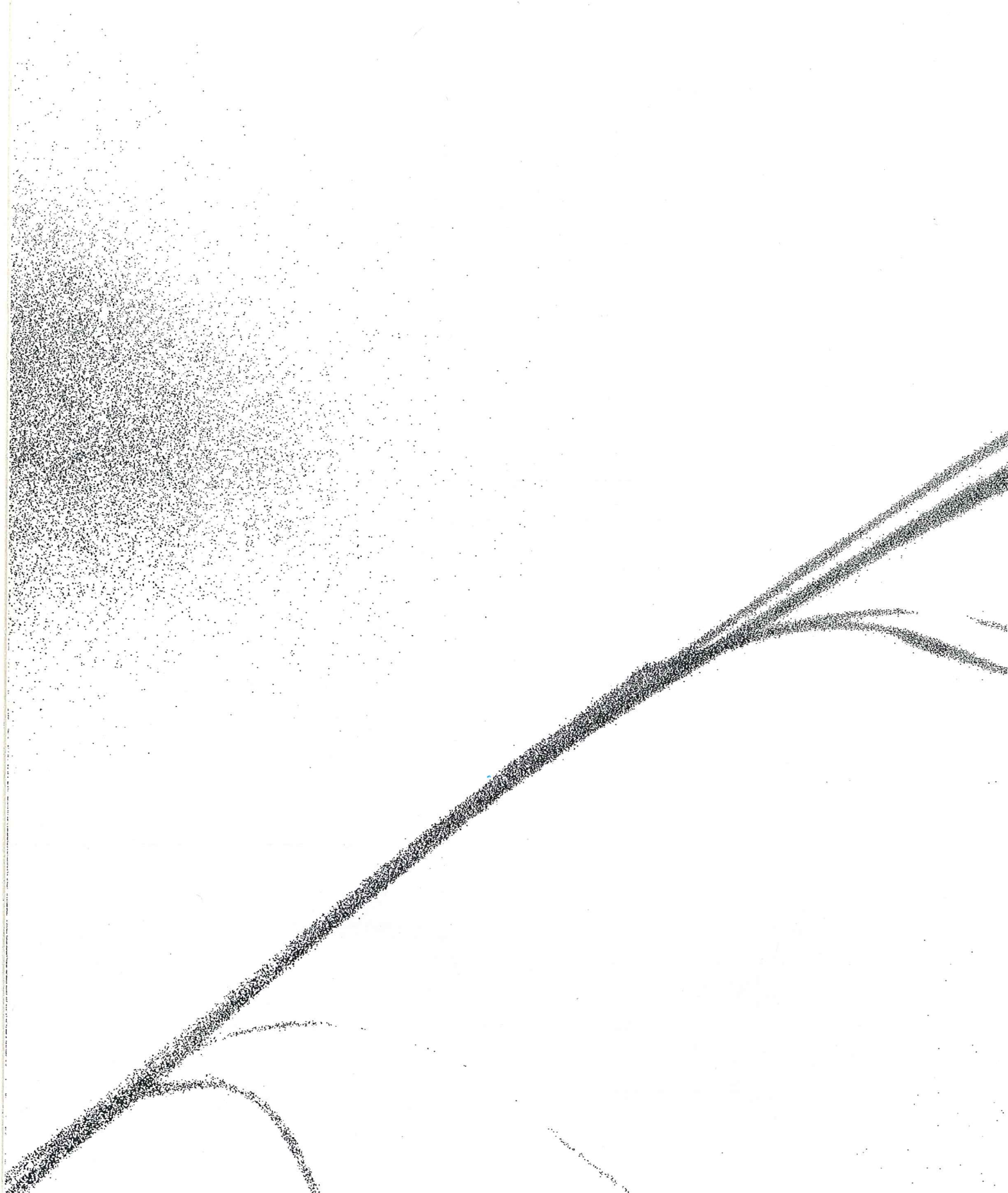
<i>Eucalyptus Camaldulensis</i>	Red Gum
<i>Eucalyptus Melliodora</i>	
<i>Eucalyptus Robusta</i>	Swamp Mahogany
<i>Populus Fremontii</i>	Fremont Cottonwood
<i>Populus Nigra</i> 'Italica'	Lombardy Poplar

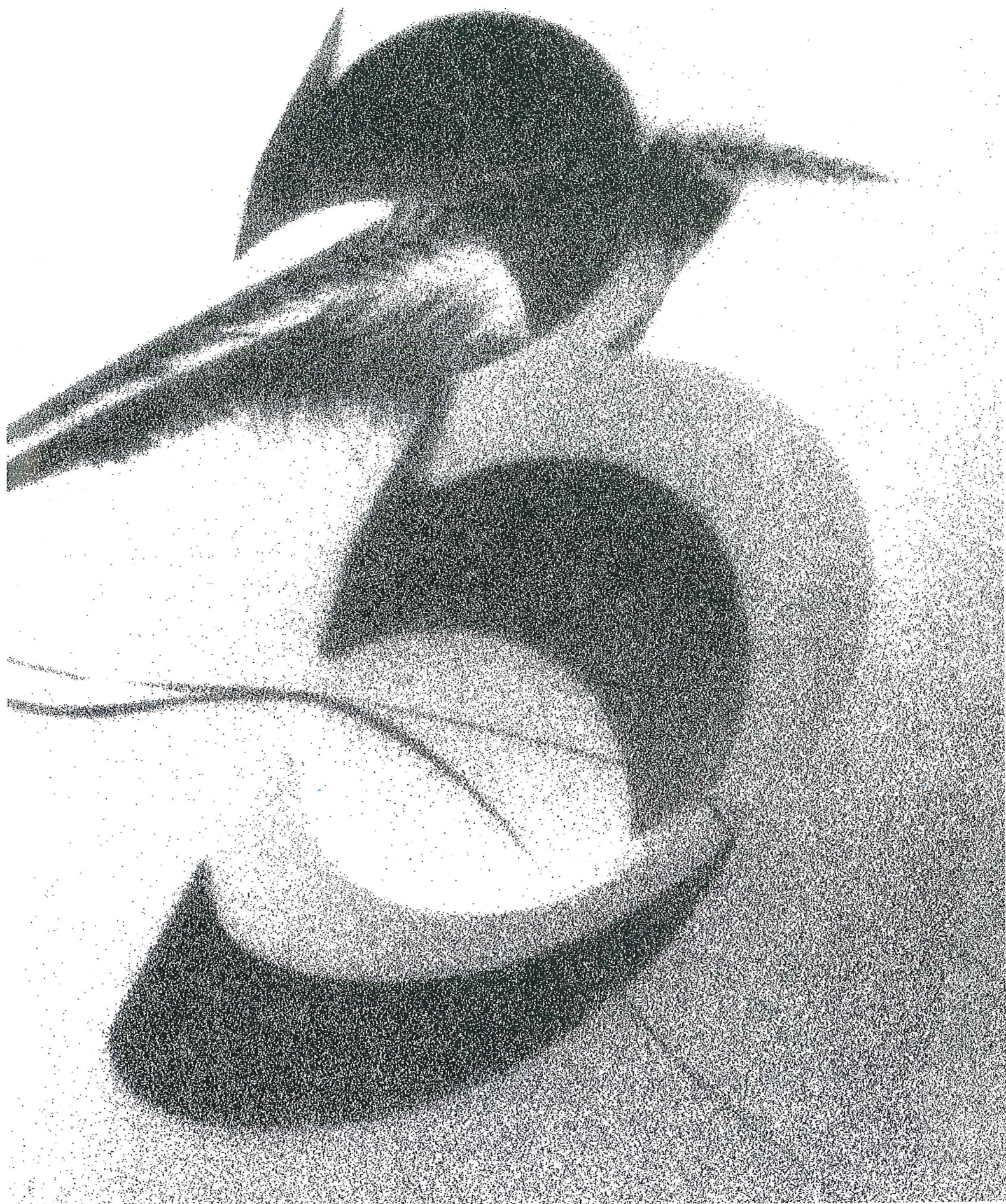
NORTH-SOUTH CORRIDOR TREES *Groves*

<i>Alnus rhombifolia</i>	White Alder
<i>Eucalyptus camaldulensis</i>	Red Gum
<i>Eucalyptus leucoxylon</i>	White Ironbark
<i>Platanus acerifolia</i> 'Bloodgood'	London Plane Tree

SHRUBS AND GROUND COVER

<i>Arctostaphylos species</i>	Manzanita
<i>Baccharis pilularis</i> 'Twin Peaks'	Coyote Brush
<i>Ceanothus species</i>	Ceanothus
<i>Cistus species</i>	Rockrose
<i>Heteromeles arbutifolia</i>	Toyon
<i>Mahonia aquifolium</i>	Oregon Holly Grape
<i>Myrica californica</i>	Pacific Wax Myrtle
<i>Rhamnus californica</i>	California Coffeeberry
<i>Sambucus caerulea</i>	Blue Elderberry
<i>Vaccinium ovata</i>	California Huckleberry





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Introduction

The Private Improvement Guidelines correspond to the same design concepts which govern public improvements. Thus, quality and consistent design will be maintained throughout the developed Valley parcels. However, unlike public improvements which are the responsibility of public agencies, the private improvements will be administered and executed by a diverse group of individual owners, developers, and architects, who understandably require creative latitude. The Department of City Planning will perform the design review which is mandatory for Campus Industrial zoning, and will use the Private Improvement Guidelines in that process. They are, therefore, written as explicitly as possible, recognizing the fact that they will be enforced with a good deal of discretion. At the same time, they have been drafted with care, and deal only with the most essential design issues.

Each category of guideline provides part of the story—Site Organization; Site Landscape; Transportation System Management.

Site Organization establishes the relationship of buildings to the edges of the site, and makes some suggestions about the massing of the main structures. The reason for these guidelines is to retain, as much as possible, the views from roadways and developed areas to the hills that form the Valley. The preservation of such views is a major contribution to maintaining the rural character of the area.

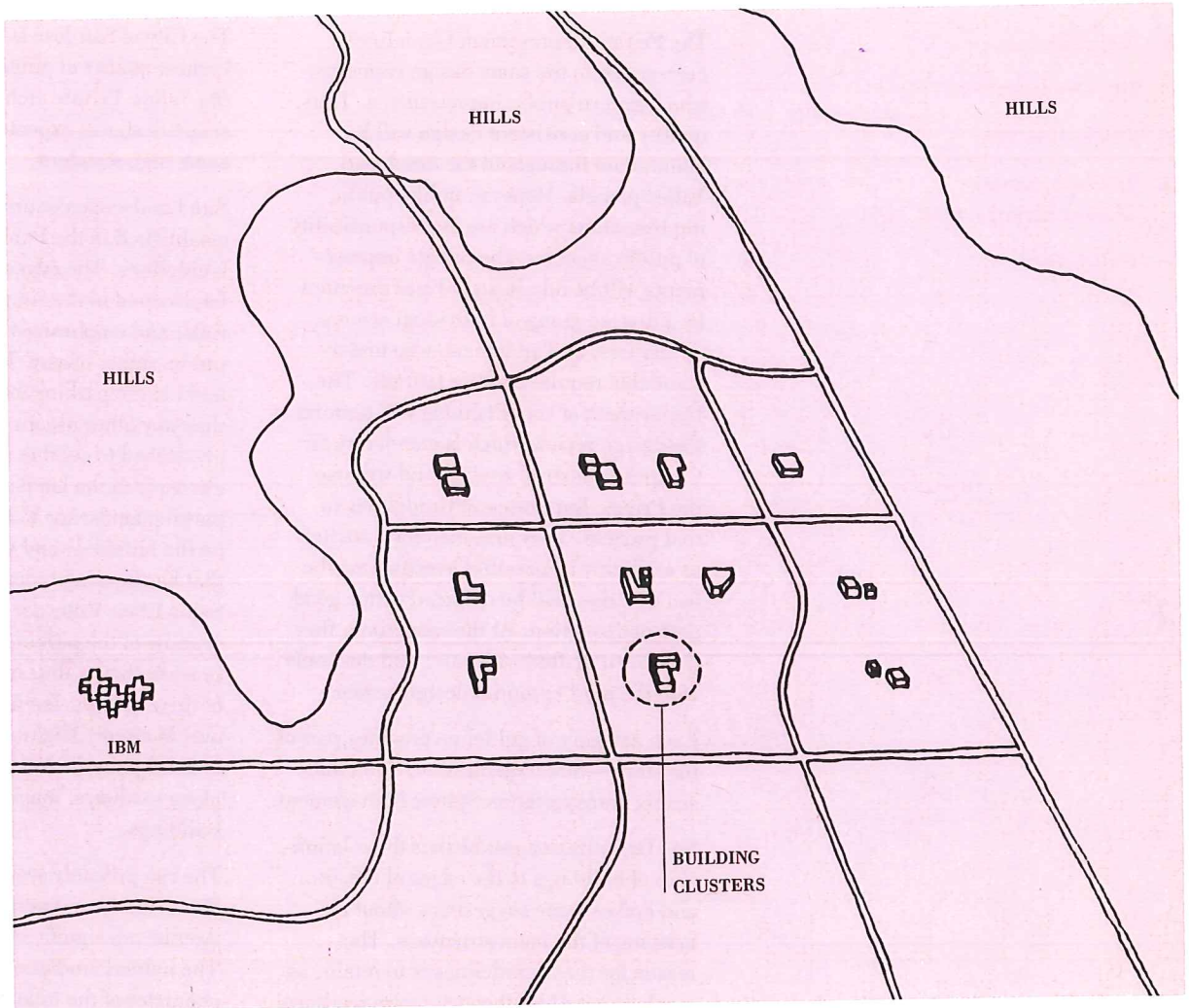
Though not addressed in this section, limits have been imposed upon the amount of development allowed on each parcel. (Please see Section 1 "Master Development Plan" page 2.) They affect development location, and hence, the overall image of the Campus Industrial Area.

The City of San Jose is planning for the highest quality of public improvements in the Valley. Private architectural and landscape design is expected to achieve this same high standard.

Site Landscape continues the theme established in the Public Development Guidelines. The edges of the site are landscaped in the simplest native materials, and emphasize the width of the public rights-of-way. The landscape treatment of the parking lots, inevitably larger than any other use except open space, is prescribed to subdue automobiles as elements in the landscape, to relate the parking landscape to the native materials on the hillsides, and to the orchard pattern that has been a predominant form in the Santa Clara Valley for decades. The landscaping of the parking areas will also provide shade, thus improving the comfort of drivers. The view from the entry bridges over Monterey Highway will be of large, orchard patterns and feature plantings along roadways, major entrances, and buildings.

The two privately owned hillocks west of Santa Teresa and north and south of Bailey Avenue are significant Valley landmarks. The natural landform and vegetative character of the hillocks should be maintained. Structural development, although not encouraged, is permissible as long as the natural landform and vegetative character is maintained.

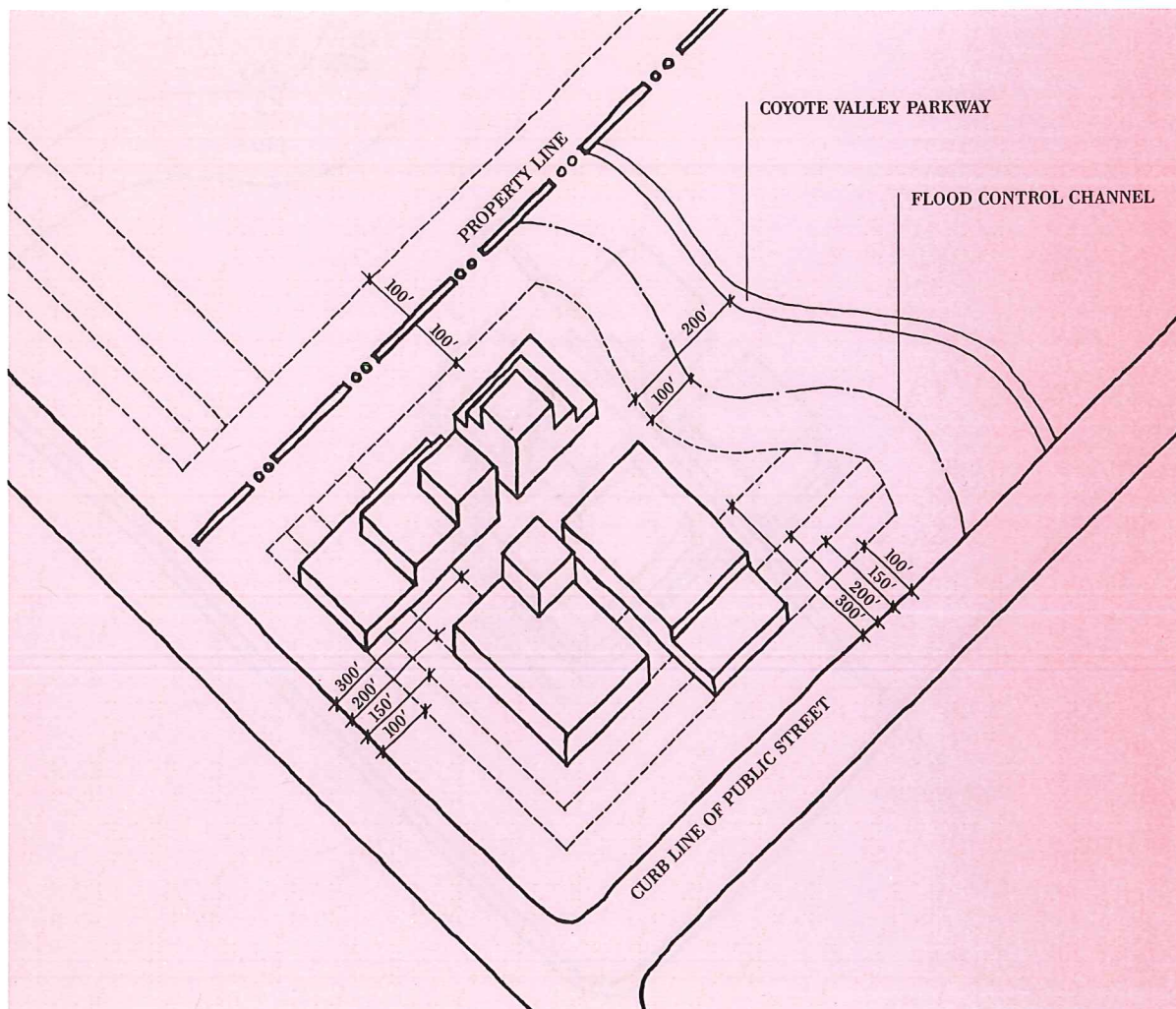
Site Organization



Rural Building Massing Concept

Buildings will be set back from roadways far enough to permit views to the surrounding hills and to establish a rural pattern of buildings clustered at the centers of large sites.

Site Organization

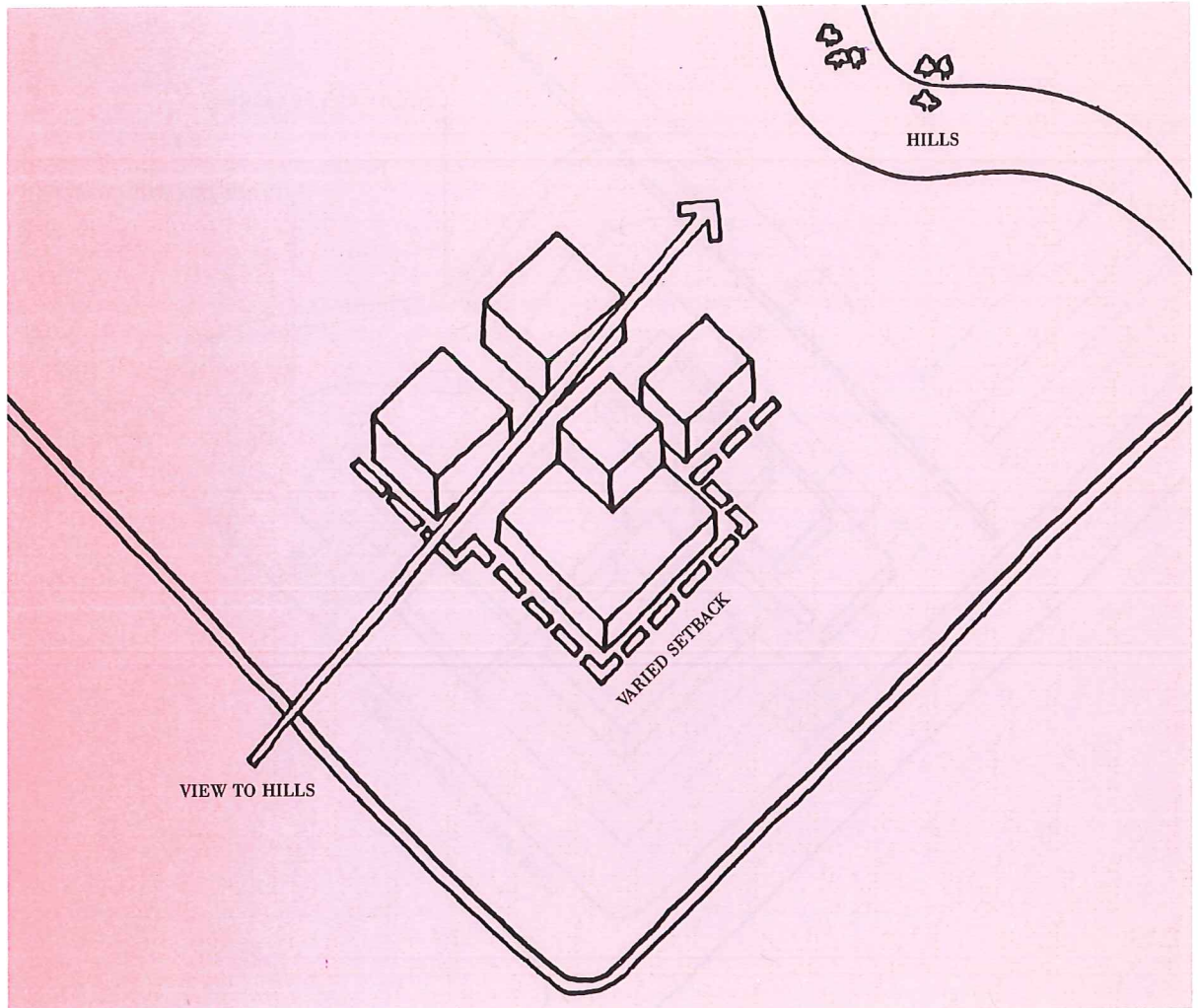


Setbacks

Overall Height of Structures in Feet	Setback Minimum
30	100
45	150
60	200
90	300

All buildings will be set back at least 200 feet from the Coyote Valley Parkway and 100 feet from both the flood channel and common property lines.

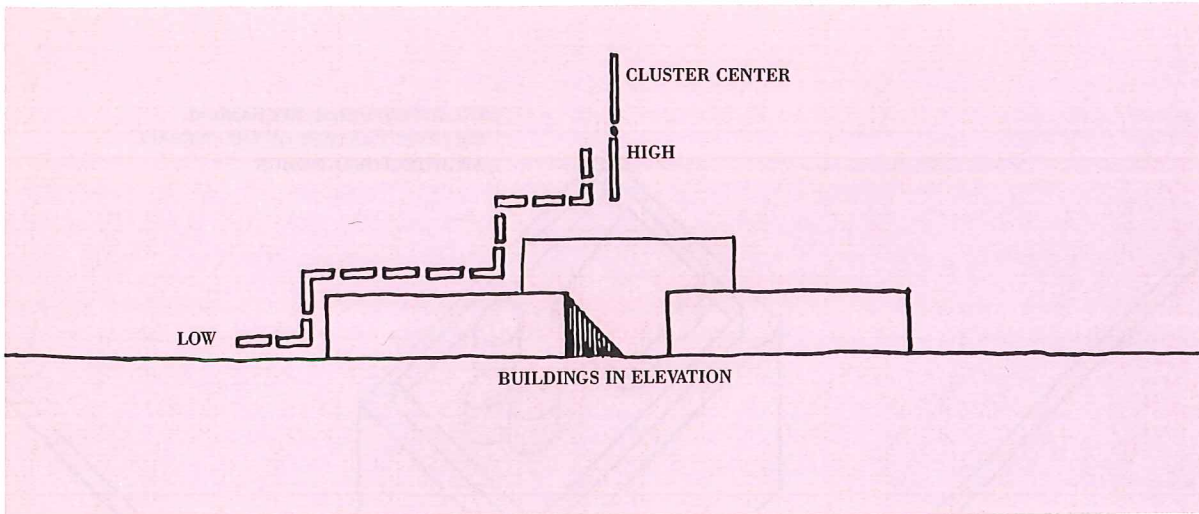
Small support and service structures will be included within these areas as permitted by design review.



Building Edge

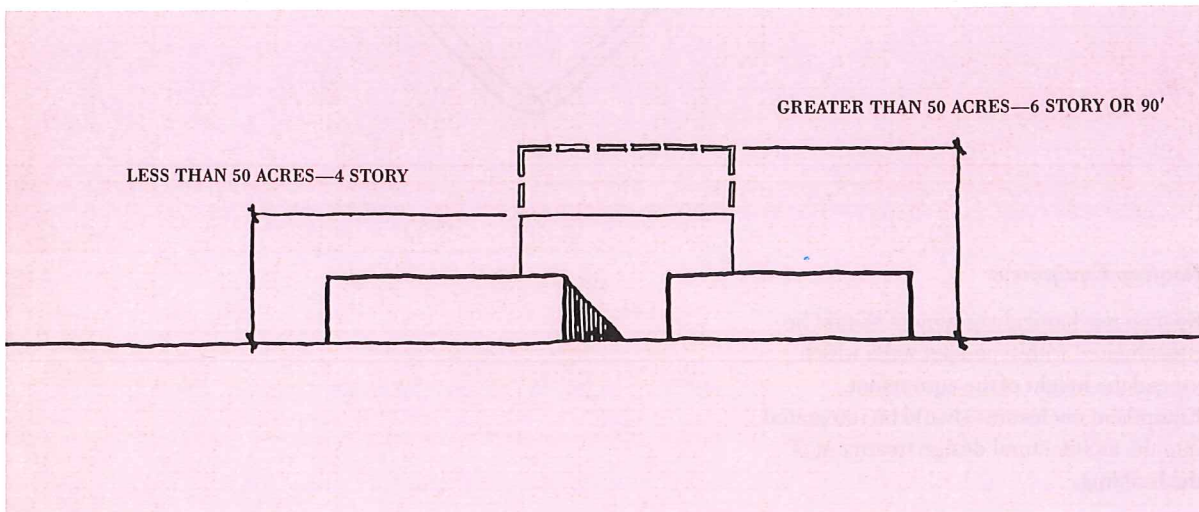
Vary the setback of buildings to increase visual interest. Break up building mass to allow views between buildings to surrounding landforms.

Site Organization



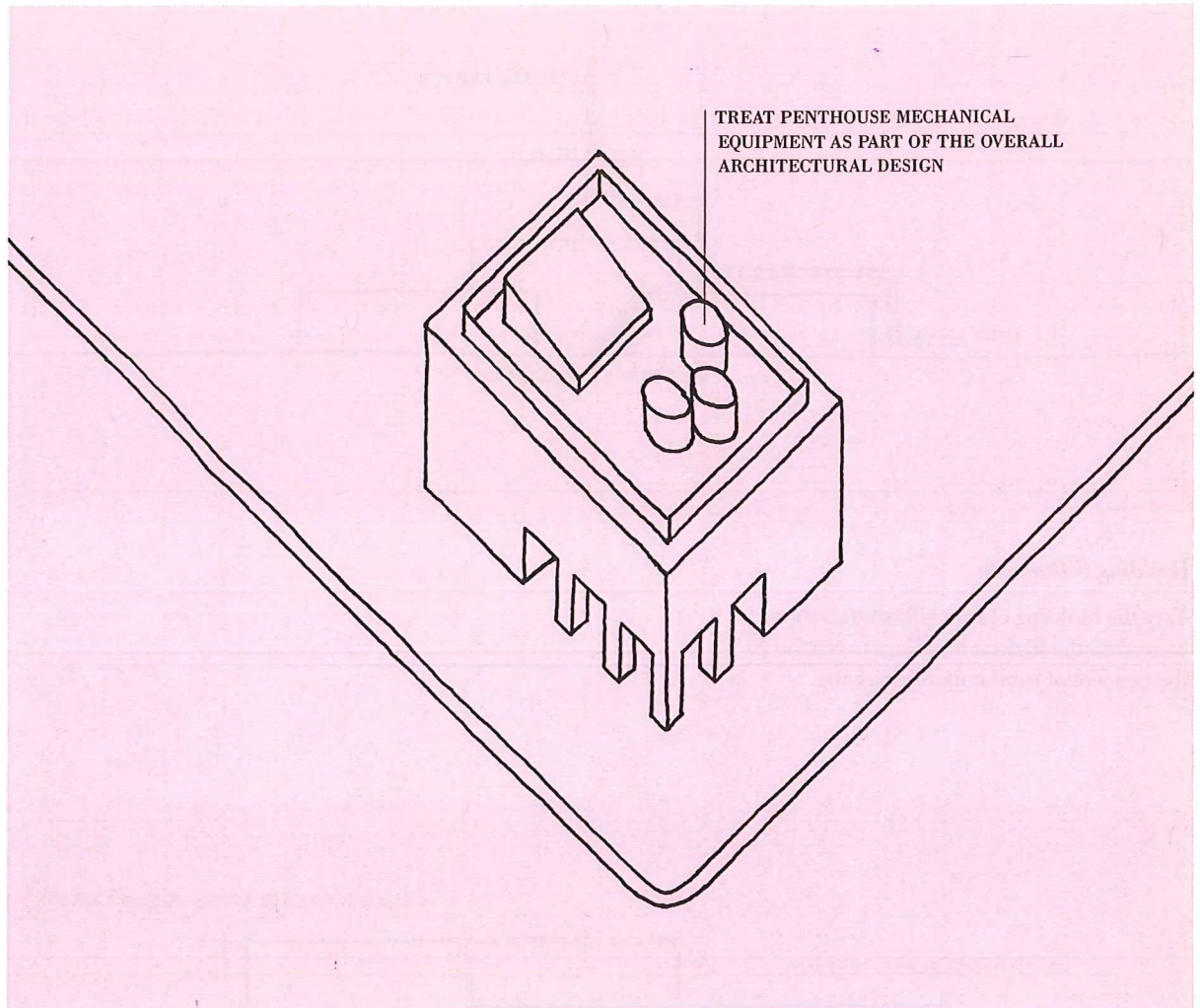
Building Silhouette

Vary the building cluster silhouette and centralize the highest buildings to reinforce the concept of rural building massing.



Building Height

Overall building height, including pent-houses and roof equipment, shall not exceed 90 feet on parcels of over 50 acres, and shall not exceed 60 feet on parcels smaller than 50 acres.

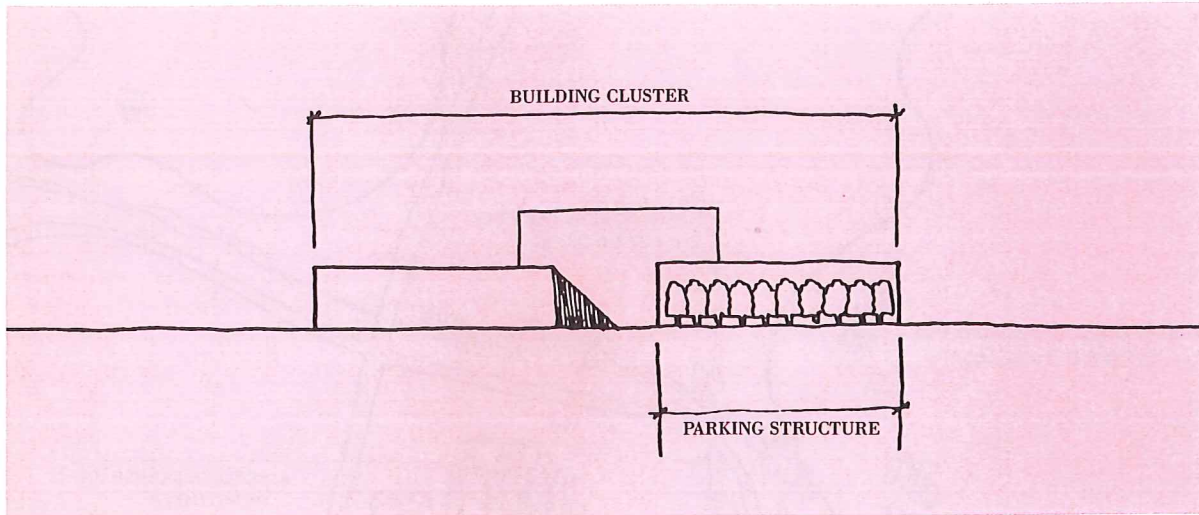


Rooftop Equipment

Rooftop mechanical equipment should be consolidated within parapet walls which exceed the height of the equipment. Equipment enclosures should be integrated into the architectural design treatment of the building.

Rooftop equipment should be hidden from view from hillsides and elevated entry roads into the Valley.

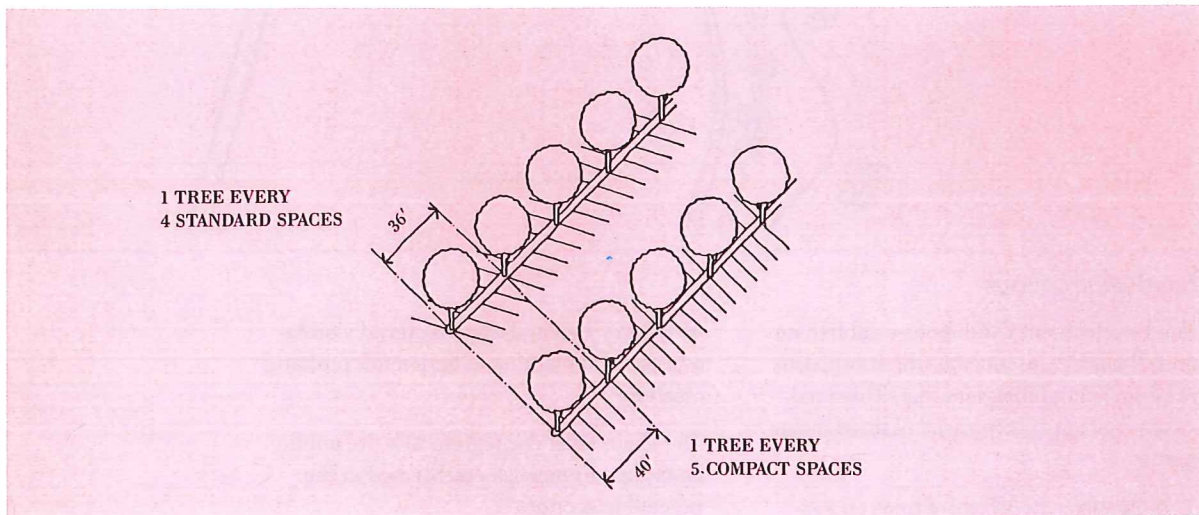
Site Organization



Parking Structures

Parking structures should be visually integrated into the larger building cluster and screened by landscape. Blank exterior walls and expression of sloped floors will not be permitted.

Parking structures are encouraged to reduce the overall impact of surface parking.

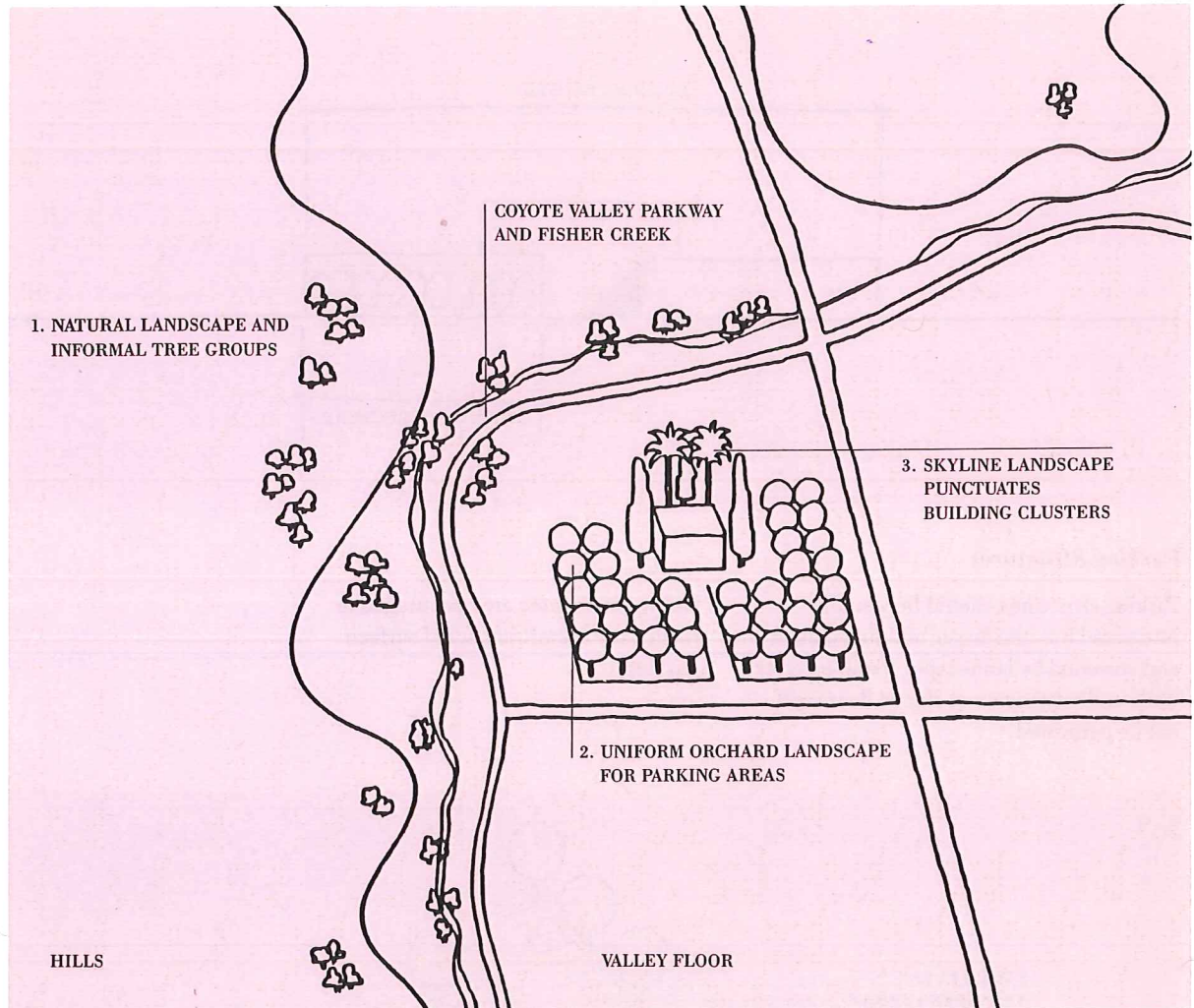


Orchard Planting

Provide an equally-spaced orchard-like landscape planting in parking areas: (minimum standard)

- 1 tree for every 4 standard spaces
- 1 tree for every 5 compact spaces

The maximum size of any individual parking orchard area should not exceed *two* acres.



Landscape Concept

The Development Guidelines establish an overall landscape concept which supports rural-styled building massing. This landscape concept is comprised of three major parts:

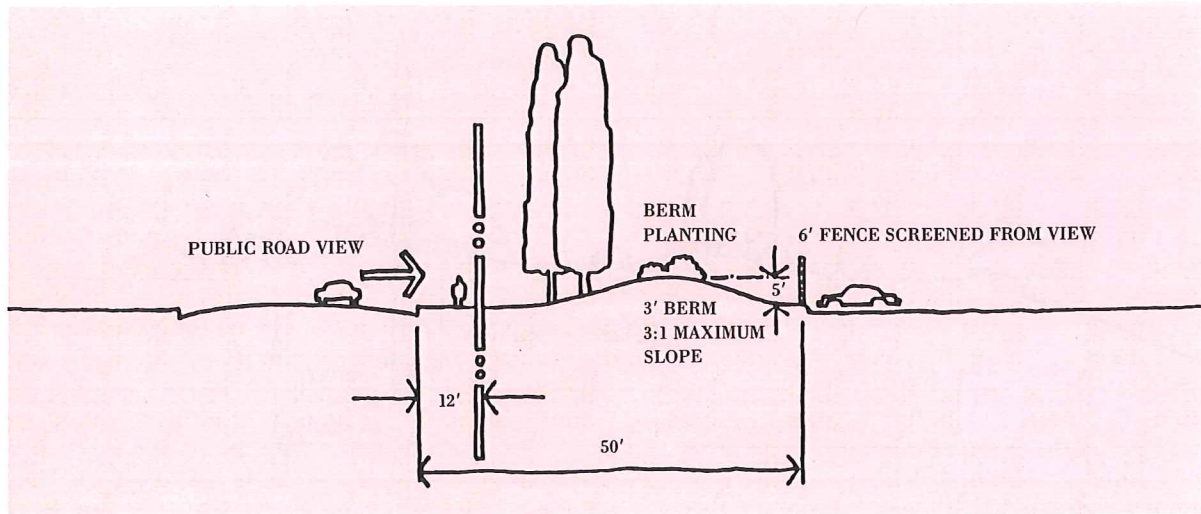
1. Indigenous groupings of trees on surrounding hillsides, the flood control channel and the Coyote Valley Parkway.
2. Formal and uniform planting in parking areas similar to the look of a typical valley orchard.

3. Tall skyline landscape material visible over orchard planting to help mark building clusters.

The above should integrate into the public landscape framework established in the preceding section.

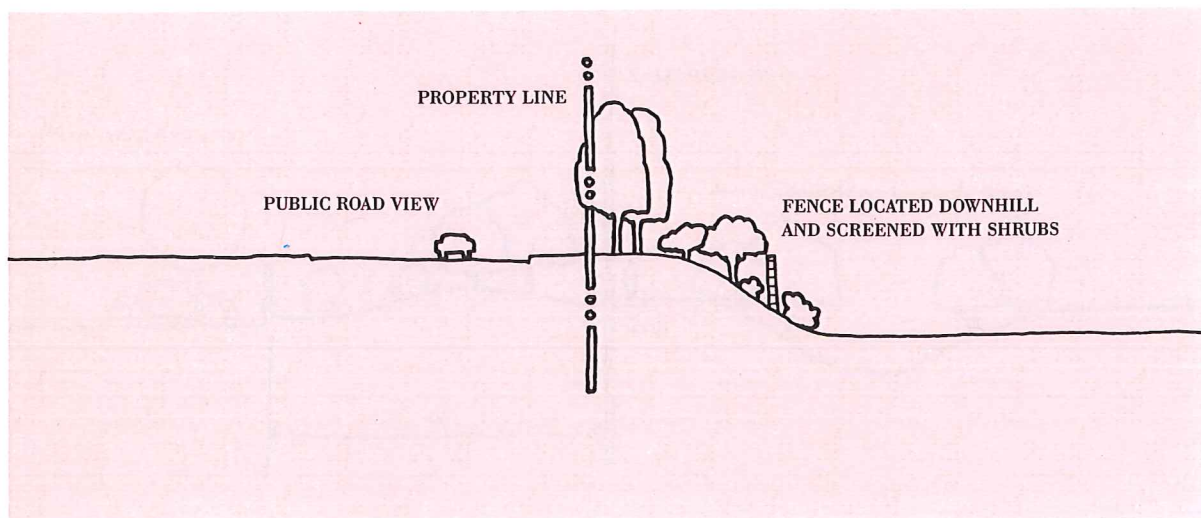
A palette of appropriate plant material is included as part of this section.

Site Landscape



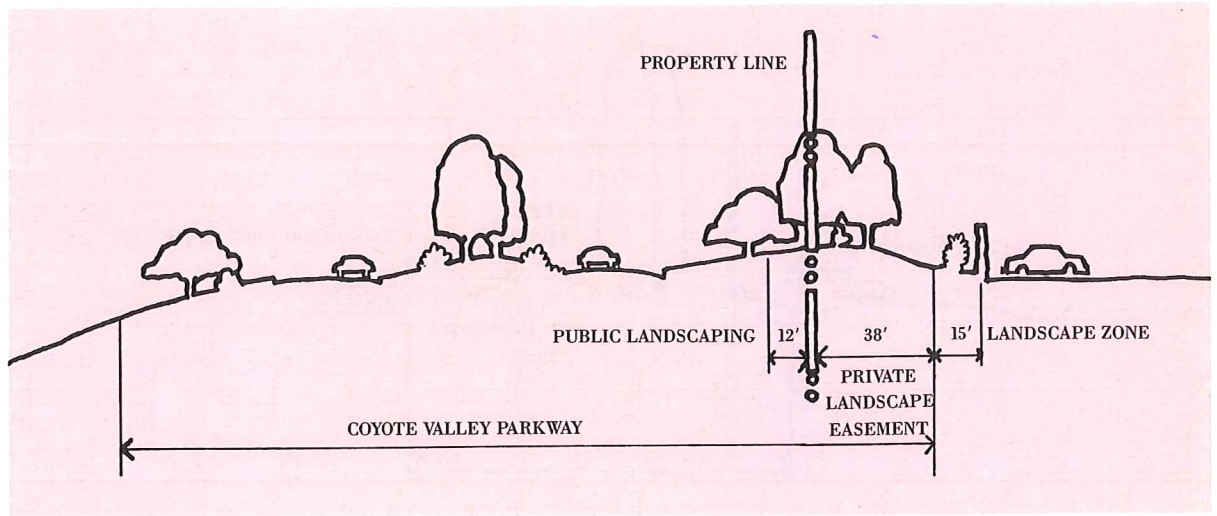
Street Edge

Properties having parking areas adjacent to public streets must provide screening of both parking and fences within the 38 foot landscape easement.



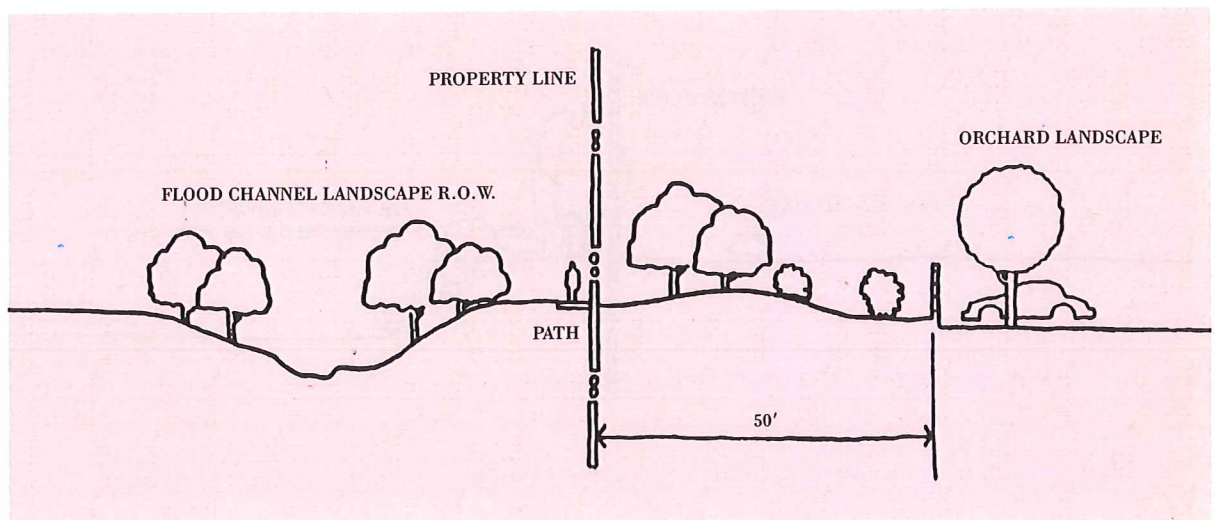
Santa Teresa Boulevard Edge

Properties having parking areas which are significantly below street elevation must locate security fences downhill and screen both parking and fences with landscape.



Coyote Valley Parkway Edge

Parking areas and security fences adjacent to the Coyote Valley Parkway must be screened by planting within a 15 foot landscape zone.

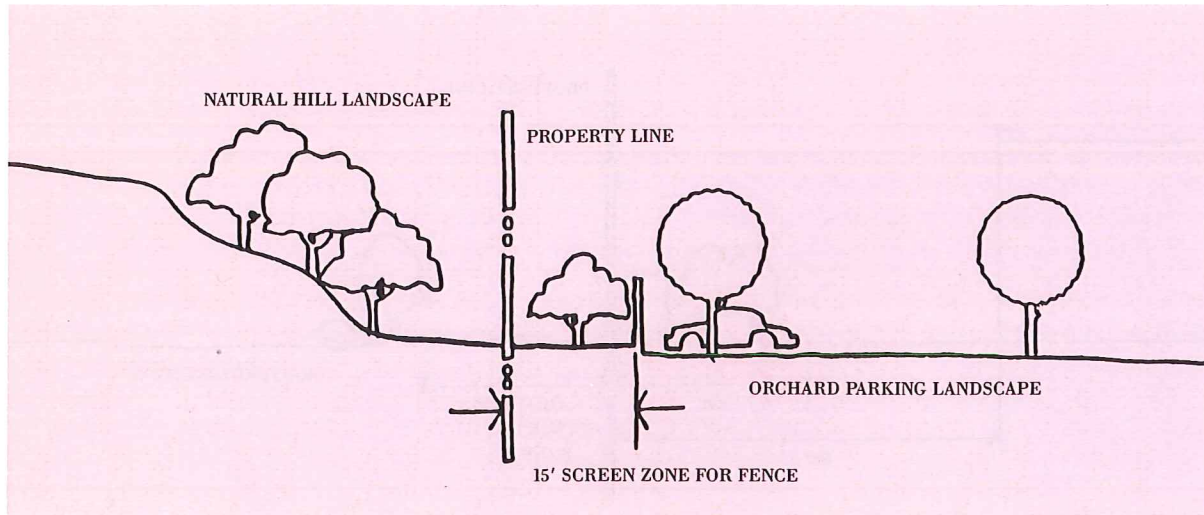


Flood Control Channel Edge

Development areas will be separated from the riparian landscape of the flood control channel by a 50 foot landscape easement. Native plant materials must be used to extend the landscape within this zone.

Security fences will be screened by landscape within this easement.

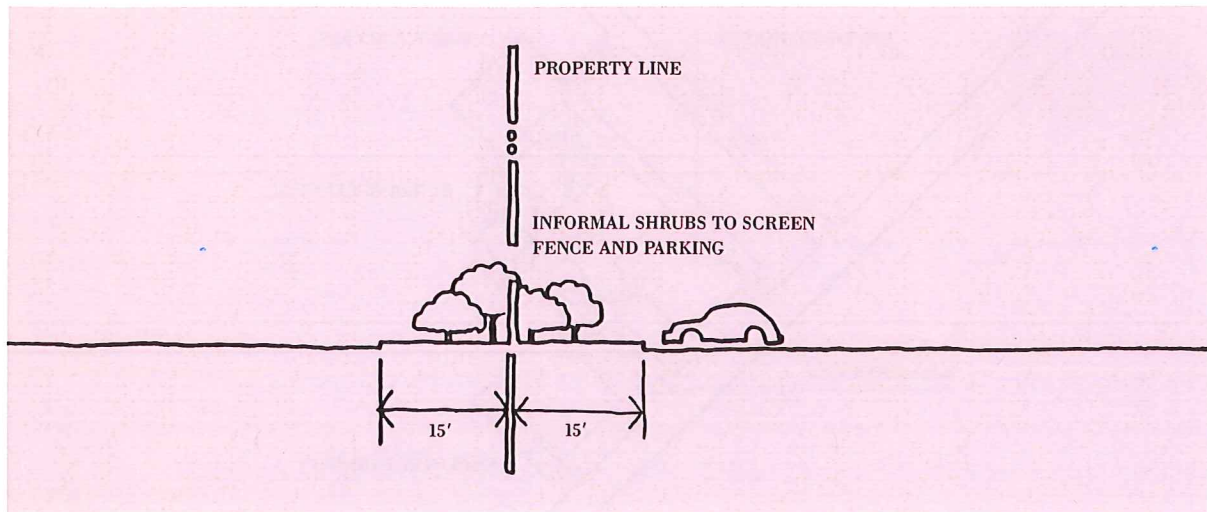
Site Landscape



Hillside Edge

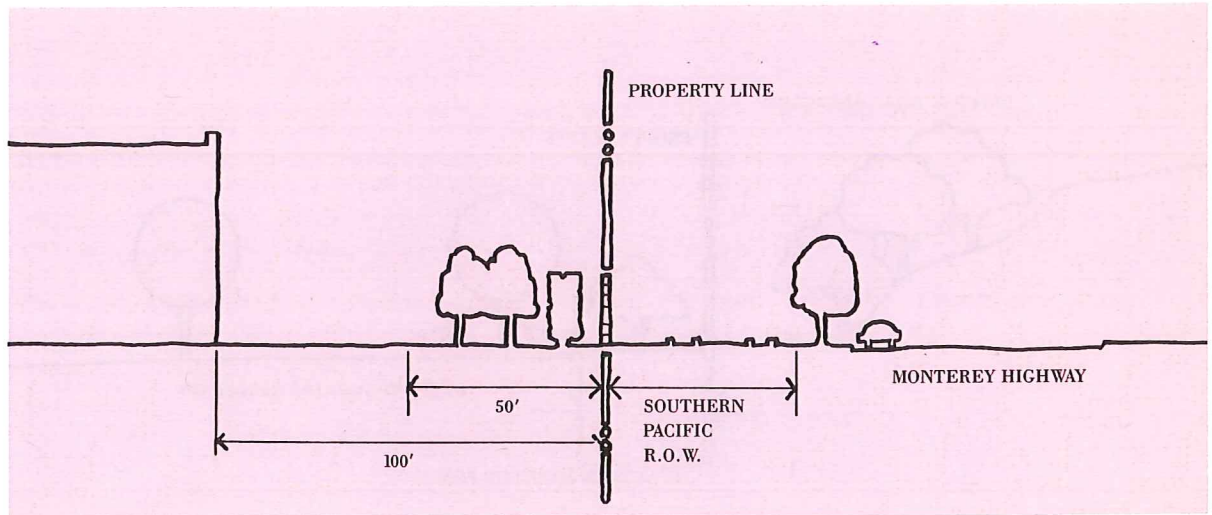
Continuity of the edge between the natural and orchard landscapes should be maintained.

Security fences at property edges must be screened within a 15 foot landscape zone.



Adjacent Properties Edge

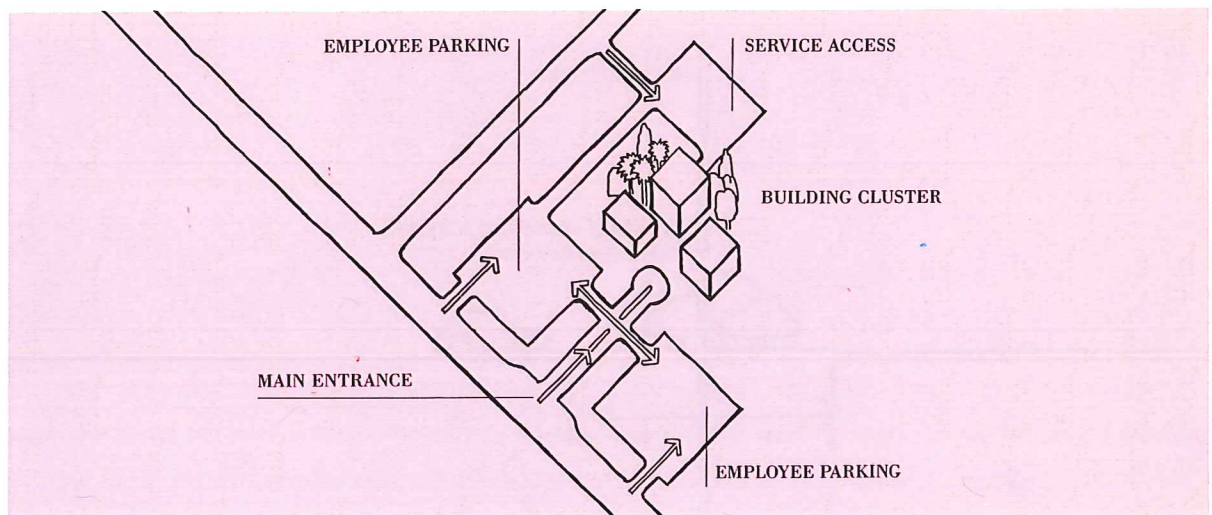
Adjacent properties will be separated by 15 feet of landscaping. Planting within these setbacks will be used to screen security fences.



Monterey Highway Edge

A 50 foot landscape easement will separate properties from the Southern Pacific right-of-way. Hedges will be used to separate buildings and railroad traffic. Security fences will occur on property lines.

Building facades facing the Monterey Highway should receive consistent architectural treatment. Service and storage areas must be totally screened from view at the time of construction.



Entry Hierarchy

Provide both visitor and drop-off access at major property entrances. Access to employee parking and service areas should occur from secondary entrances.

Truck and service access should be limited to secondary access points.

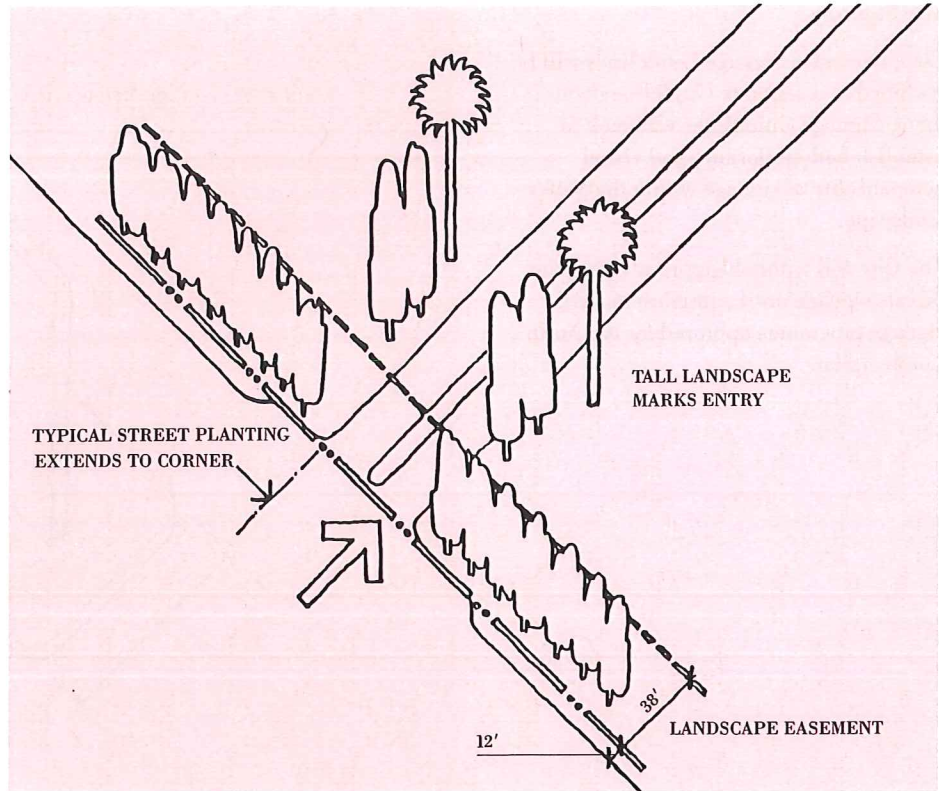
A hierarchical circulation diagram should be submitted as part of the Planned Development Permit Application.

Site Landscape

Major Entry Landscape

Major entrances to properties will be visually marked using tall trees.

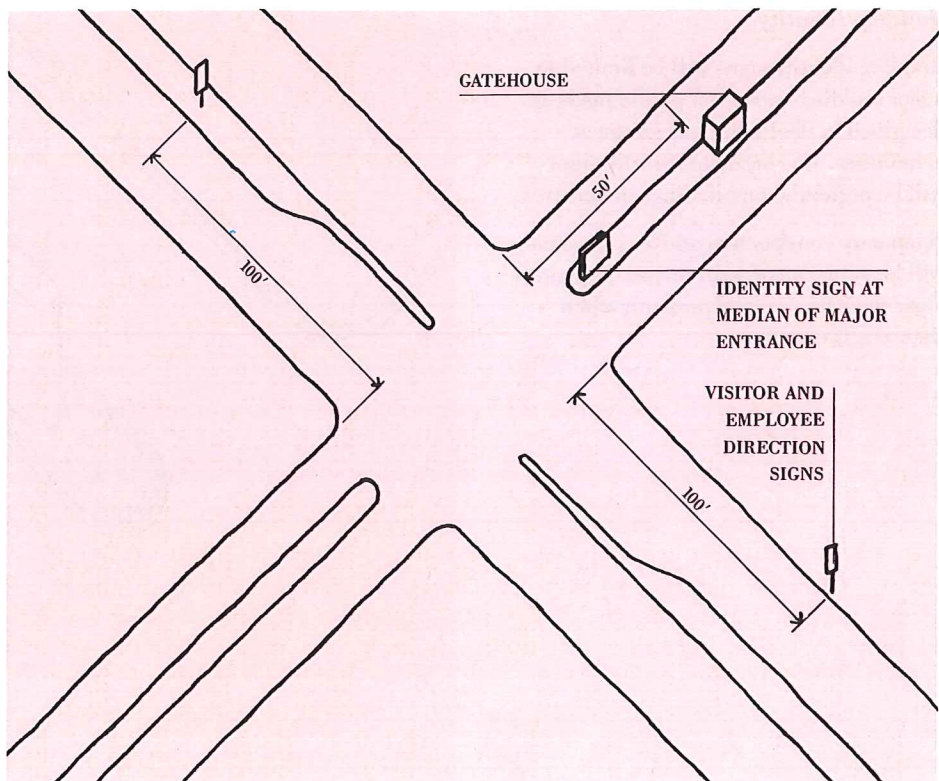
Typical street planting within the 38 foot landscape easement should be visually integrated with the landmark entrance landscape.



Entry Identification

Direction signs to major property entrances should be located not less than 100 feet from the intersection. Identity signs will be located on the entry drive median.

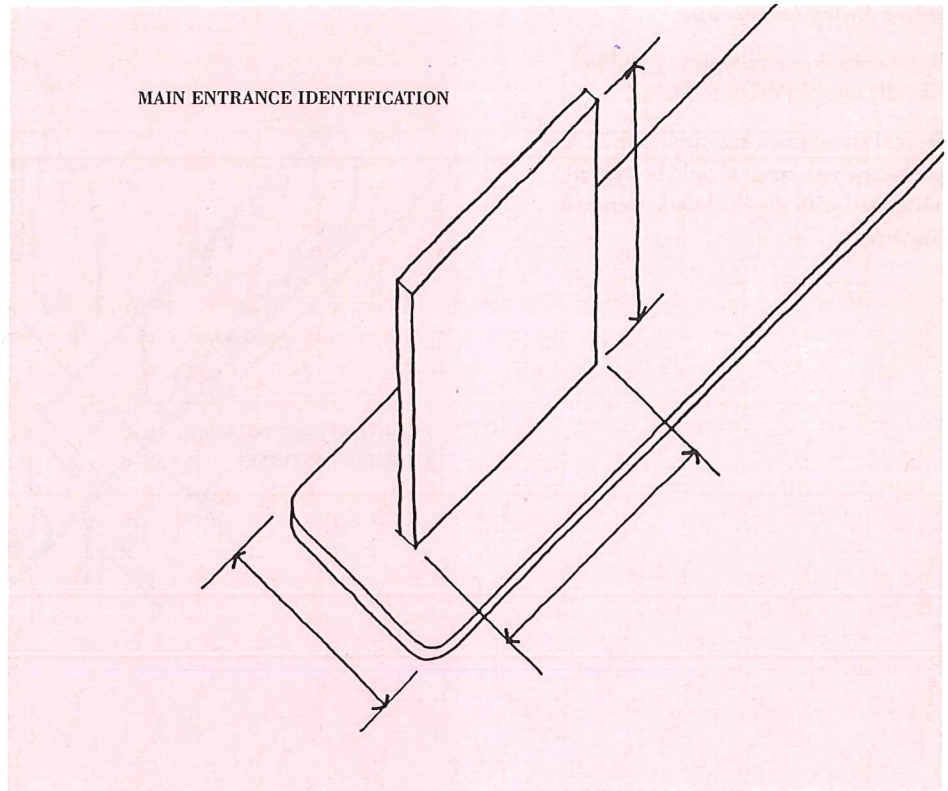
Gatehouses must be located at least 50 feet from face of curb.



Site Signage

Comprehensive Signage Guidelines will be included as a separate Guideline document. Signage Guidelines will seek to establish both uniformity and visual compatibility of signage within the Valley landscape.

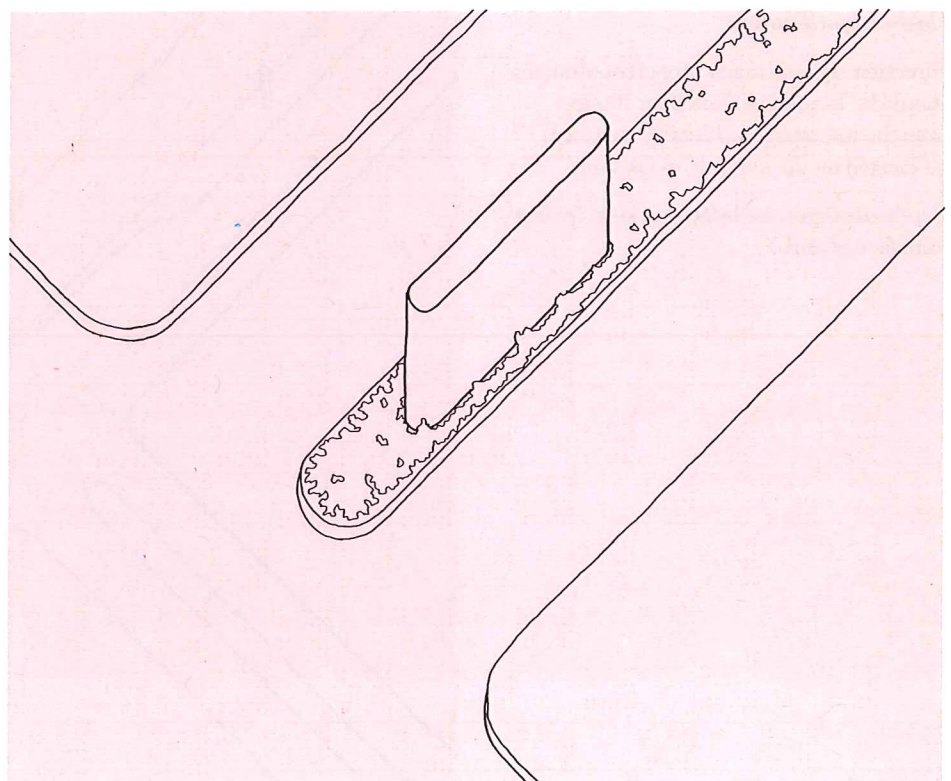
The City will withhold approval of on-site private signage until a uniform master signage program is approved for the North Coyote Valley.



Building Identity

Building identity signs will be limited to major building entries off public roads as described in the Public Improvement Guidelines. No corporate identity signs will be permitted on buildings themselves.

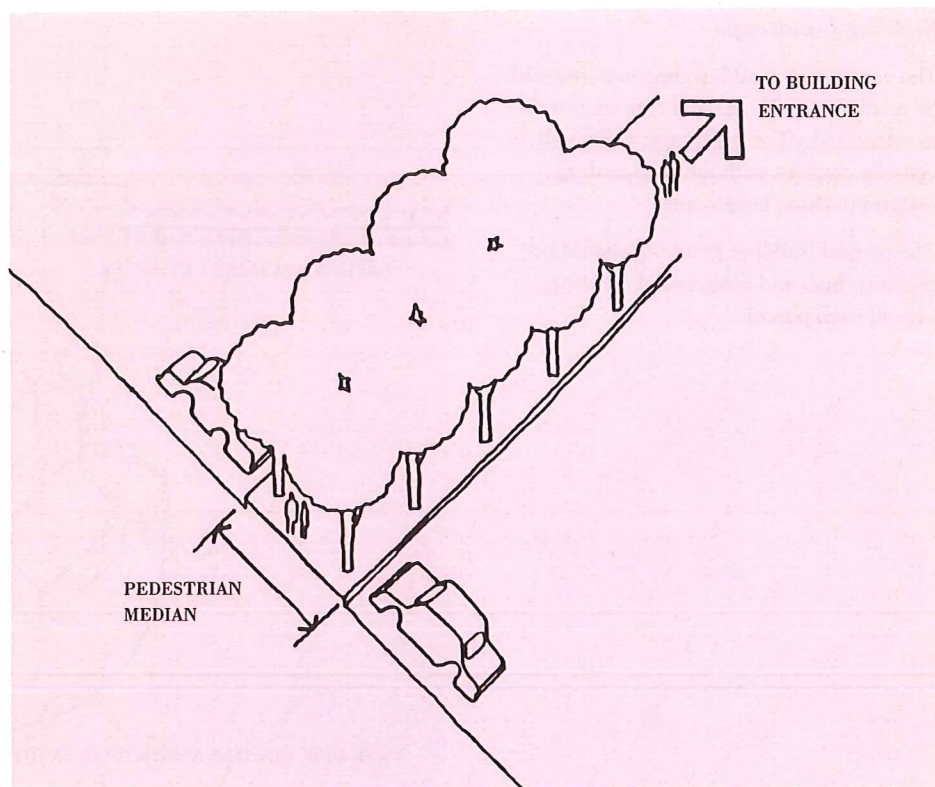
Temporary construction and leasing signs will be subject to design review. Temporary signs must be removed promptly when their use is complete.



Site Landscape

Parking Lot Separation

Separate parking areas with landscaped pedestrian links to buildings.



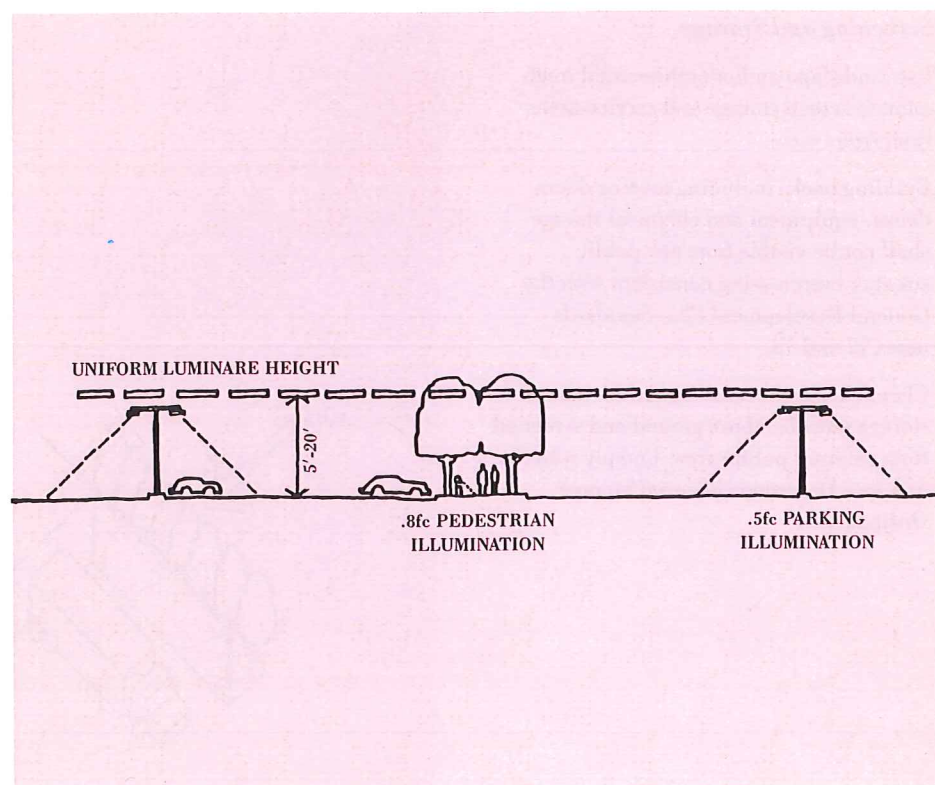
Parking Lot Illumination

Maintain a uniform distribution of light throughout parking areas. Low-sodium fixtures must be used and maximum parking lot illumination shall not exceed .5 fc. Light sources should not be visible from streets.

Luminare height should be uniform over the parking area and should not exceed 15-20 feet. Fixtures should be visually compatible with the landscape treatment of the parking area.

Pedestrian pathways should be illuminated separately to a maximum of .8 fc.

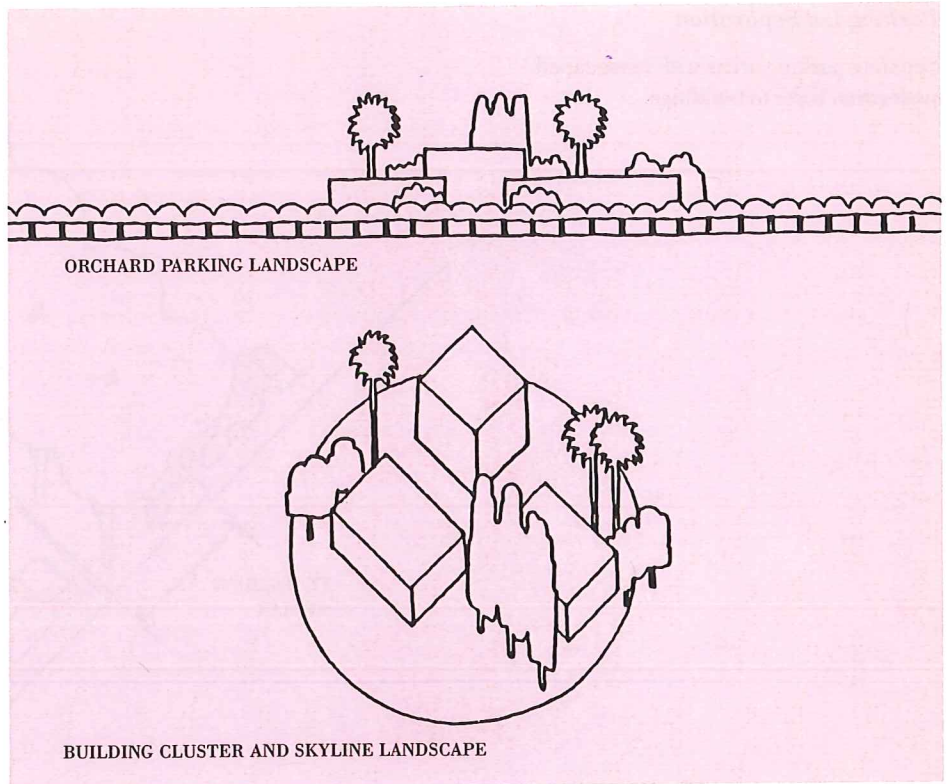
Exterior flood lighting of buildings is prohibited.



Building Landscape

The concept of rural building massing will be reinforced with tall and columnar trees to create a skyline landscape which will visually contrast with the surrounding orchard parking landscape.

The central building grouping should be the most lush and ornamental planting area of each parcel.

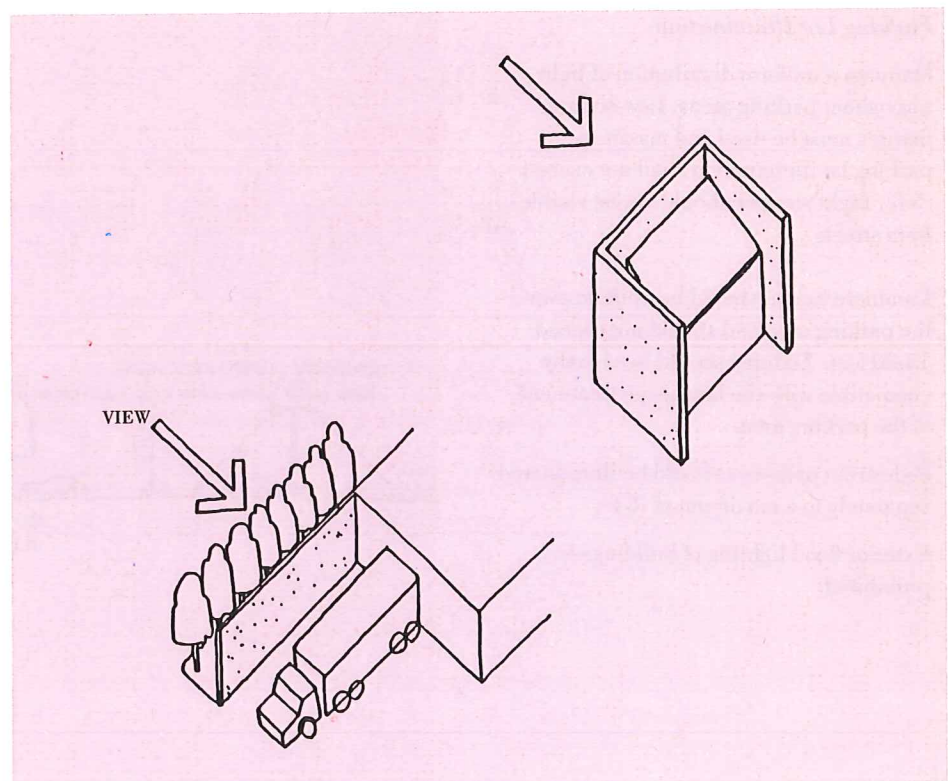


Screening and Storage

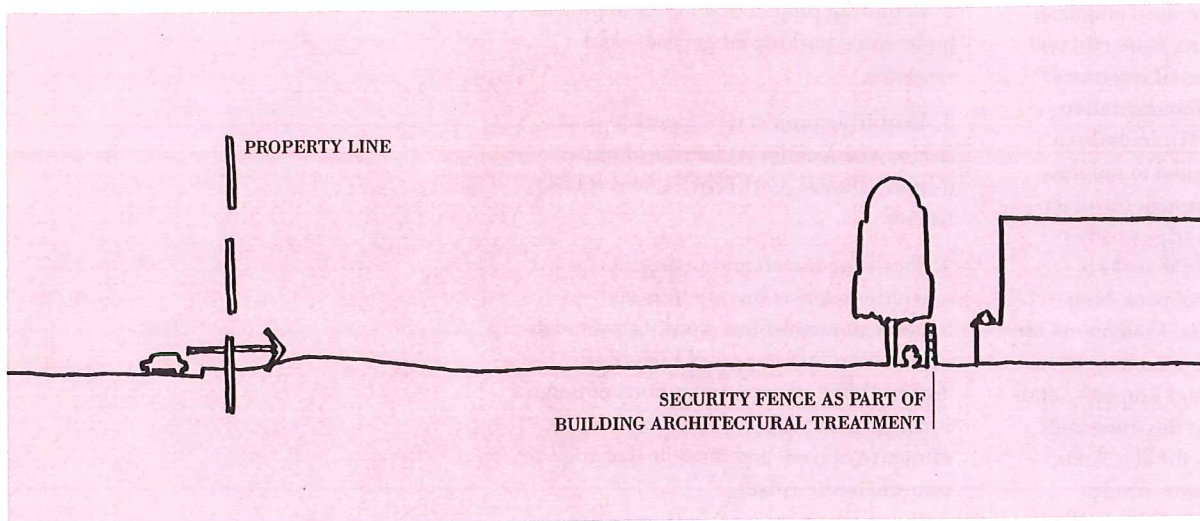
Use landscape and/or architectural treatment to screen storage and service areas from street view.

Building backs including loading doors, docks, equipment and chemical storage shall not be visible from any public street or overcrossing consistent with the General Development Plan Standards notes 12 and 13.

Chemical or otherwise hazardous material storage must be above ground and screened from external public view. Comply with the San Jose Hazardous Material Storage Ordinance.



Site Landscape



Security Fences at Building Edge

Security fences not located at the property edge should be integrated into the landscape and architectural treatment of the building.

Security measures are encouraged at the building edges.

Transportation System Management (TSM) Measures

Over the last decade, increased emphasis has been placed on making more efficient use of existing transportation resources. This process, known as Transportation System Management (TSM), includes a variety of measures designed to reduce vehicle traffic volumes through the diversion of peak-hour person trips to other modes. In other words, TSM seeks a reduction in the number of peak-hour single-occupancy vehicles. Commuters are encouraged to use public transit systems, bicycles, form carpools and vanpools, and employers can implement flex-time and staggered work hours. In the Bay Area, most of these TSM measures involve public agencies such as the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG), RIDES for Bay Area Commuters, and the various transit districts in the area. Development approvals in North Coyote Valley will include emphasis on the private sector's role in implementing TSM actions. Specific measures to be implemented in Coyote will include:

1. Requiring project developers to coordinate with RIDES and the Santa Clara County Transit District (SCCTD) in making carpool, vanpool, and transit information available to employees. This information is provided free by RIDES and the SCCTD.
2. Requiring project developers to provide preferential parking for carpools and vanpools.
3. Requiring project developers to establish on-site location(s) for sale of transit (County Transit, CALTRAIN, and BART) tickets.
4. Providing transit and pedestrian amenities such as bus shelters and benches at nearest bus stops. Convenient access from bus stops and Light Rail Transit (LRT) stations to building entrances is essential in establishing transit as an attractive option, and must be designed into site master plans.
5. Requiring developments to provide on-site bicycle racks and/or storage lockers. Where possible, on-site location(s) with showers should be provided.
6. Actively encourage flex-time and/or staggered working hours to allow for more flexible commuting.

Plant List

The following plant list has been compiled for the Private Improvements as outlined in the preceding Guidelines. A major concern in the selection of plant materials has been the adaptability of plants to the local climate and the soil conditions on the site. Emphasis has been placed on plants which will reinforce the public improvements landscape concept and the character envisioned for the site. This plant list is meant to be representative rather than all inclusive.

TALL TREES *Greater than 60 feet tall*

<i>Alnus cordata</i>	Italian Alder
<i>Alnus rhombifolia</i>	White Alder
<i>Casuarina cunninghamiana</i>	River She-Oak
<i>Carya illinoensis</i>	Pecan
<i>Eucalyptus camaldulensis</i>	Red Gum
<i>Eucalyptus saligna</i>	Sydney Blue Gum
<i>Eucalyptus viminalis</i>	Manna Gum
<i>Pinus canariensis</i>	Canary Island Pine
<i>Platanus acerifolia</i> 'Bloodgood'	London Plane Tree
<i>Platanus racemosa</i>	California Sycamore
<i>Populus alba</i> 'Pyramidalis'	Bolleana Poplar
<i>Populus fremontii</i> 'Nevada'	Western Cottonwood
<i>Populus nigra</i> 'Italica'	Lombardy Poplar

MEDIUM TREES *Between 30 and 60 feet tall*

<i>Acer macrophyllum</i>	Big Leaf Maple
<i>Aesculus californica</i>	California Buckeye
<i>Albizia julibrissin</i> 'Rosea'	Silk Tree
<i>Catalpa speciosa</i>	Western Catalpa
<i>Celtis occidentalis</i>	Common Hackberry
<i>Ceratonia siliqua</i>	Carob Tree
<i>Citrus</i> spp.	Citrus
<i>Eucalyptus rudis</i>	Desert Gum
<i>Eucalyptus polyanthemus</i>	Silver Dollar Gum
<i>Fraxinus oxycarpa</i> 'Raywood'	Raywood Ash
<i>Ginkgo biloba</i>	Ginkgo
<i>Juglans hindsii</i>	California Black Walnut
<i>Ligustrum lucidum</i>	Glossy Privet
<i>Koelreuteria paniculata</i>	Goldenrain Tree
<i>Phoenix canariensis</i>	Canary Island Palm
<i>Pinus eldarica</i>	Mondell Pine
<i>Pinus halepensis</i>	Aleppo Pine
<i>Pinus pinea</i>	Italian Stone Pine

<i>Pistachia chinensis</i>	Chinese Pistache
<i>Pittosporum undulatum</i>	Victorian Box
<i>Pyrus calleryana</i> 'Aristocrat'	Aristocrat Pear
P.c. 'Bradford'	Bradford Pear
<i>Quercus agrifolia</i>	Coast Live Oak
<i>Q. lobata</i>	Valley Oak
<i>Q. suber</i>	Cork Oak
<i>Rhus lancea</i>	African Sumac
<i>Robinia ambigua</i> 'Idahoensis'	Idaho Locust
<i>R. psuedoacacia</i>	Black Locust
<i>Salix babylonica</i>	Weeping Willow
<i>Schinus molle</i>	California Pepper
<i>S. teribinthifolius</i>	Brazilian Pepper
<i>Umbellularia californica</i>	California Bay
<i>Washingtonia</i> spp.	Fan Palm
SMALL TREES <i>Accent Interior</i>	
<i>Cercis occidentalis</i>	Western Redbud
<i>Crataegus phaenopyrum</i>	Washington Hawthorn
<i>Eriobotrya japonica</i>	Loquat
<i>Eucalyptus leucoxylon</i>	White Ironbark
<i>Lagerstroemia indica</i> 'Muskogee'	Crape Myrtle
<i>Lagerstroemia indica</i> 'Natchez'	Crape Myrtle
<i>Lagerstroemia indica</i> 'Tuscarora'	Crape Myrtle
<i>Magnolia soulangiana</i>	Saucer Magnolia
<i>Olea europaea</i> 'Swan Hill'	Fruitless Olive
<i>Prunus cerasifera</i> 'Krauter Vesuvius'	Flowering Plum
<i>Prunus blireiana</i>	Flowering Plum
FRUIT TREES	
Almond	'Nonpareil'
	'Ne Plus Ultra'
Apricot	'Blenheim'
	'Early Gold'
	'Southern Giant'

Plant List

Citrus	'Eureka' Lemon
	'Washington' Navel Orange
	'Valencia' Orange
Crabapple	Malus 'Adams'
	'American Beauty'
	'Dolgo'
	'Robinson'
Pear	'Bartlett'
Persimmon	Diospyros kaki
Plums	'Burbank'
	'French Prune'
	'Santa Rosa'
SHRUBS	
Abelia grandiflora	Glossy Abelia
Agapanthus africanus 'Peter Pan'	Lily of the Nile
Arbutus unedo 'Sherwoodis'	Strawberry Tree
Arctostaphylos spp.	Manzanita
Atriplex spp.	Saltbush
Buxus microphylla japonica	Japanese Boxwood
Calycanthus occidentalis	Spice Bush
Camellia sasanqua	Sasanqua Camellia
Callistemon citrinus	Lemon Bottlebrush
Ceanothus spp.	California Wild Lilac
Cercis occidentalis	Western Redbud
Cistus spp.	Rockrose
Cotoneaster lacteus	Parney Cotoneaster
Cotoneaster microphylla	Rockspray Cotoneaster
Escallonia spp.	Escallonia
Elaeagnus pungens	Silverberry
Feijoa sellowiana	Pineapple Guava
Heteromeles arbutifolia	Toyon
Lavendula dentata	French lavender
Ligustrum ovalifolium	California privet

<i>Juniperus chinensis</i> 'Mint Julip'	Juniper
<i>Laurus nobilis</i>	Grecian Laurel
<i>Mahonia aquifolium</i>	Oregon Grape
<i>M. pinnata</i>	California Holly Grape
<i>Myrsine africana</i>	African Boxwood
<i>Nandina domestica</i>	Heavenly Bamboo
<i>Nerium oleander</i>	Oleander
<i>Photinia fraseri</i>	Photinia
<i>Prunus laurocerasus</i>	English Laurel
<i>Punica granatum</i> 'Wonderful'	Pomegranate
<i>Pyracantha</i> spp.	Pyracantha
<i>Raphiolepis</i> cvs.	Indian Hawthorne
<i>Ribes speciosum</i>	Fuschia Flowering Gooseberry
<i>Sambucus caerulea</i>	Blue Elderberry
<i>Sarcococca hookerana humilis</i>	Sarcococca
<i>S. ruscifolia</i>	Sarcococca
<i>Ugni molinae</i>	Chilean Guava
<i>Vaccinium ovatum</i>	Huckleberry
<i>Viburnum suspensum</i>	Sandankwa Viburnum
<i>V. tinus</i>	Laurustinus
<i>Weigela florida</i>	
<i>Xylosma congestum</i>	Shiny Leafed Xylosma

WATER EDGE PLANTING

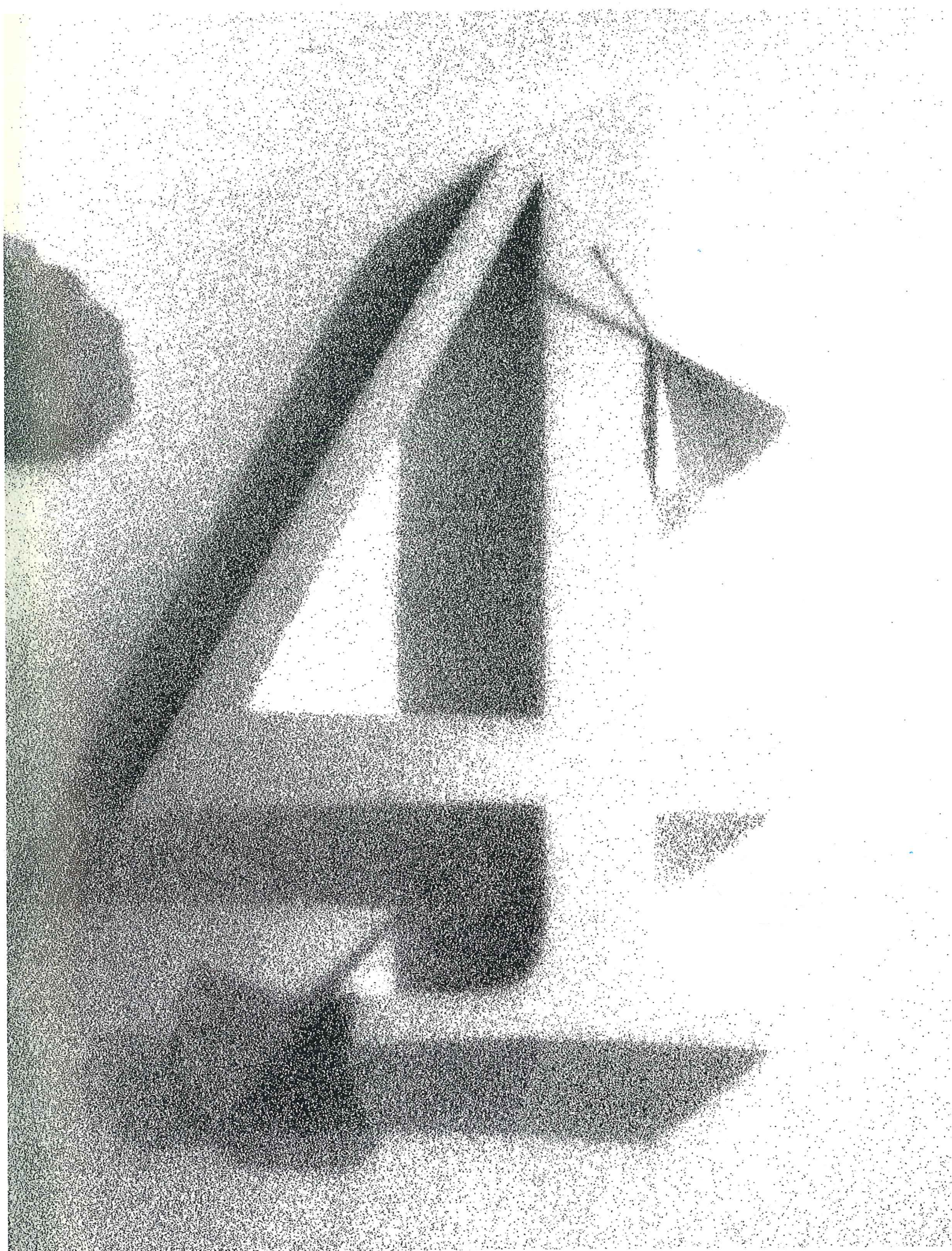
<i>Acorus gramineus</i> var.	
<i>Buchloe dactyloides</i>	Buffalo Grass
<i>Cyperus alternifolius</i>	Umbrella Plant
<i>Equisetum hyemale</i>	Horsetail
<i>Heleocharis acicularis</i>	Needle Spike Rush
<i>Liriope muscari</i>	Big Blue Lily Turf
<i>Polygonum punctatum</i>	Water Smartweed
<i>Scirpus californicus</i>	California Bulrush
<i>S. robustus</i>	Alkali Bulrush
<i>Sparganium</i>	Burr Weed

Plant List

<i>Typha latifolia</i>	Soft Flag Cat-Tail
GROUNDCOVERS	
<i>Arctostaphylos</i> spp.	Manzanita
<i>Arctotheca calendula</i>	Cape Weed
<i>Baccharis pilularis</i> 'Twin Peaks'	Coyote Brush
<i>Ceanothus</i> spp.	California Wild Lilac
<i>Coprosma kirkii</i>	Coprosma
<i>Gazania</i> 'Mitsuwa Yellow'	Gazania
<i>Hedera</i> spp.	Ivy
<i>Hypericum calycinum</i>	Aaron's Beard
<i>Juniperus virginiana</i> 'Silver Spreader'	'Silver Spreader' Juniper
<i>Phyla nodiflora</i>	Lippia Grass
<i>Trachelospermum jasminoides</i>	Star Jasmine
<i>Trifolium frageriferum</i> 'O'Connor'	O'Connors Legume
VINES	
<i>Actinidia chinensis</i>	Kiwi
<i>Campsis radicans</i>	Common Trumpet Creeper
<i>Clematis armandii</i>	Evergreen Clematis
<i>Clytostoma callistegioides</i>	Violet Trumpet Vine
<i>Distictis buccinatoria</i>	Blood-Red Trumpet Vine
<i>Ficus pumila</i>	Creeping Fig
<i>Parthenocissus tricuspidata</i>	Boston Ivy
<i>Solanum jasminoides</i>	Potato Vine
<i>Tecomaria capensis</i>	Cape Honeysuckle
<i>Vitis vinifera</i>	European Grape
<i>Wisteria sinensis</i>	Wisteria
PERENNIALS	
<i>Clivia miniata</i>	Kafir Lily
<i>Dietes vegeta</i>	Fortnight Lily
<i>Eschscholzia californica</i>	California Poppy
<i>Euryops pectinatus</i>	Euryops
<i>Festuca ovina glauca</i>	Blue Fescue
<i>Hemerocallis</i> cvs.	Daylily

Ophiopogon japonica	Mondo Grass
Romneya coulteri	Matilija Poppy
Salvia leucantha	Mexican Bush Sage
S. clevelandii	Sage
GRASS SPECIES	
<i>Mowed, irrigated with light recreation use</i>	
Tall Fescue—Festuca arundinacea	Coarse texture 2½"-3" ht. 10 lb/1000 s.f.
Tall Fescue, Red Fescue, Bluegrass	Medium texture
<i>Mowed, irrigated next to walks</i>	
Rebel	Fine texture
Falcon	
Mustang Fescue (+ ryegrass optional)	
Olympic	
<i>Seldom mowed or unmowed, irrigated</i>	
Meadow Fescue	Mow 3"-6"
	Unmowed will lay over, giving meadow look
Scaldus Fescue	
<i>Under Orchard Trees</i>	
O'Connor's Legume	If walked on
Black Mustard	Disc under each fall drip irrigate trees only
<i>Unmowed, non-irrigated</i>	
Scaldus Fescue	Irrigate bi-monthly
Meadow and Erosion Control Blend	
from Pacific Coast Seed	Irrigate monthly if possible
Hard Fescue	





North Coyote Valley
San Jose, California

A. Project Intent

B. Development Standards

The guidelines which follow are an integral part of the General Development Plan and are part of each site zoning. These development guidelines are intended to establish the framework within which specific project plans will be prepared. As such, they provide the elements of control which will assure a high level of quality and overall design consistency for the project area.

The project is a response to the demand for large, single user sites for high technology industrial uses. It is intended that administrative, research and development, and manufacturing uses will be the primary activity with warehouse distribution uses being ancillary to the primary uses. (In these guidelines, the following terms are used to mean as indicated: "Property" is land. "Parcel" is a subdivided lot. "Project" is any application. "Site" is the development master planned for a single use; a site may be made up of multiple parcels.)

1. The property shall be developed in such a manner that the aggregate buildings and structures constructed thereon will have overall average employment capacity of not more than 40 employees/net acre, i.e., when an individual parcel is being developed in two or more phases, a particular phase or phases may exceed a capacity of 40 employees/net acre, provided that the overall employment capacity of the parcel as a whole is not designed to exceed 40 employees/net acre.

2. The following guidelines shall be adhered to by the Director of Planning in acting upon requests for tentative map and parcel map approvals on the subject properties of this Planned Development District.

A. No parcel of less than 25 net acres shall be permitted.

B. Except as provided below, no tentative subdivision map or parcel map shall be approved unless the arithmetic average of the net size of the parcels which would be created by such approval is 50 acres or more. For purposes of determining the 50 acre average parcel size that portion of the Fisher Creek flood control right-of-way which is in excess of that which is required for the minimum feasible channel shall be included.

C. If the Director of Planning makes all the following findings, he may approve, but shall not in any event be required to approve, a tentative map or parcel map which does not comply with the 50 net acre average parcel size requirement above.

Findings:

1. The subject property consists of two or more separate parcels whose boundaries have remained unaltered since prior to the date on which the subject property was designated Campus Industrial.
2. The separate parcels are being assembled for resubdivision.
3. At least one of the assembled parcels is less than 50 net acres in size.

<i>Number of Acres</i>	<i>Number of Parcels under 50 Acres Average</i>	<i>Number of Parcels under Assemblage Clause</i>
Up to 049.9	1	1
50 – 099.9	1	2
100 – 149.9	2	3
150 – 199.9	3	4
200 – 249.9	4	5
250 – 299.9	5	6
300 – 349.9	6	7
etc.	etc.	etc.

4. The number of parcels approved by the tentative map or parcel map does not exceed the number of parcels which could be allowed by strict adherence to the 50 net acre average by more than 1.

5. The proposed subdivision is consistent with the spirit and intent of the General Plan of the City of San Jose, of this Planned Development rezoning, and of the policies of the City of San Jose.

D. The table above sets forth the maximum number of parcels which may be created on a given number of acres.

3. Each site shall be designed for and intended to be utilized by a single user. In order to implement this requirement, subleasing may be permitted, by a Planned Development Permit, where required due to short term economic circumstances beyond the control of the single user, but only if the following conditions are met:

A. No subleasing will be permitted for the first two years of a project's existence. The two years will be measured from the date of recordation for the PD permit on the subject building.

B. Subleases will be limited to two years duration.

C. No more than one sublease will be permitted for each 25 acres of parcel area.

D. A minimum of 50,000 square feet of building area will be necessary for any sublease.

E. No sublease signage will be allowed except for "directory" signage.

4. No building shall exceed a maximum of four occupied stories, except that for parcels of 50 acres or more, this limitation may be relaxed by the Director of Planning to allow six stories. The maximum height of any structure, including roof equipment, shall not exceed 90 feet under any circumstances.

5. The aggregate parcel coverage of all buildings exclusive of covered pedestrian walks shall not exceed 30 percent.

6. Minimum setbacks shall be as follows:

A. From boundaries which abut public streets, the setbacks shall be:

1. For all structures or elements thereof:

<i>Overall Height of Structures in Feet</i>	<i>Setback Minimum</i>
30	100
45	150
60	200
90	300

a. Except as otherwise allowed by this PD zoning, the entire required setback from public streets for buildings and structures shall be landscaped.

b. Security buildings, gatehouses, and similar ancillary structures of 500 square feet or less may be placed in setback areas, but no closer than 50 feet to street edge-of-pavement.

c. Microwave towers, tanks, and other similar equipment shall meet the same setback standards as would be required for a building of equivalent height.

2. For all uncovered off-street parking areas: 50 feet, provided that this setback may be measured from back of curb if the developer agrees to provide landscaping in the public right-of-way and to maintain such public right-of-way landscaping in perpetuity. The intent of this provision is to obtain a minimum of 50 feet of landscaping between travel ways and parking lots.

B. From site boundaries, the setbacks shall be:

1. For all buildings and structures:

100 feet

2. For all uncovered off-street parking areas: 15 feet

C. From boundaries which abut Fisher Creek right-of-way, the setbacks shall be:

1. For all buildings and structures:

100 feet

2. For all uncovered off-street parking areas: 50 feet

D. All side and rear setback areas shall be landscaped.

7. A minimum of 35 percent of the total surface area of each parcel shall be landscaped; at his discretion, the Planning Director may allow the inclusion of natural open space in the project's landscaping area when he finds that such inclusion will:

A. Meet the intent of the above requirement.

C. Environmental Performance Standards

B. Preserve significant natural amenities such as trees and terrain features.

C. Enhance the overall level of project quality.

The Director's discretion shall be exercised through the PD Permit process.

8. A sign program shall be developed at the Planned Development Permit stage.

9. Off-street parking shall be provided as follows:

A. For administrative uses: one space for each 275 net square feet of floor space.

B. For research and development uses: one space for each 275 net square feet of floor space.

C. For light manufacturing uses: one space for each one and one-half employees, plus one for each company vehicle used in the operation of such light manufacturing plant.

D. For warehouse/distribution uses: minimum of five spaces up to a floor area of 25,000 net square feet, plus one space for each additional 5,000 net square feet or fraction thereof, not to exceed ten spaces.

E. 50 percent of all off-street parking may be designated for "compact" vehicles with dimensions established by the San Jose City Code.

F. At the discretion of the Planning Director, the number of required parking spaces may be reduced in consideration of car/van pool, transit pass programs, etc., initiated by the developer/occupant of individual sites. Such waiver may not exceed more than 5 percent of the total spaces required. The Director's discretion shall be exercised through the PD Permit process.

10. No on-street parking will be permitted on public streets.

11. All truck loading, unloading and circulation areas are to be separated from automobile circulation and guest parking areas.

12. Outdoor storage shall not be permitted unless specifically authorized by an approved PD Permit. In no case shall such storage be visible from any public street or highway, or from neighboring projects.

13. All truck loading docks, storage and service areas shall be screened from public view, and shall be located a minimum of 75 feet from any property line. In no case shall such docks, storage or service area be visible from any public street or Fisher Creek.

14. Prior to issuance of any PD Permit, a soils and foundation evaluation shall be completed to the satisfaction of the City Geologist.

15. No building permit for any portion of this project shall be issued by the City of San Jose until the Directors of Planning and Public Works are satisfied that project occupancy will occur after completion of the public improvements required for the specific PD Permit being requested, including but not limited to sewer, streets, street landscaping, signalization, storm drainage, and domestic water. This provision is not to be construed to necessarily require all improvements upon which the zoning for the entire project is conditioned; rather only those required to serve or mitigate impacts from the development being considered for PD Permit.

In the subject PD zoning district, no primary or secondary use shall be so conducted as to cause the discharge of any waste material into or upon the ground, or the harmful discharge of any waste material into or within any sanitary or storm sewer system, into or within any water system or water, or into the atmosphere; and no use or activity shall be conducted or permitted which constitutes a menace to persons or property or which is dangerous, obnoxious, or offensive by reason of air pollution, odor, smoke, noise, dust, vibration, radiation, or fumes. In addition, no use shall be permitted or conducted where the same creates a public or private nuisance.

Without limiting the generality of the preceding paragraph, the following specific standards shall apply in the subject PD zoning district.

1. Transportation: Each project shall implement necessary measures, as required by the Director of Planning to reduce the number of peak hour automobile trip ends generated by that facility to 0.3 trips per employee during the P.M. peak hour. These measures shall include, but are not limited to, the following:

A. Provide a full-time Transportation System Management (TSM) service with the responsibility for formation of car- and van-pools, supplying bus passes, and generally cooperating with other employers in the area in encouraging TSM measures.

B. Allow for flexible working hours to reduce the traffic generated during peak commute hours.

C. Provide preferential, close-in parking for carpools and vanpools, and motorcycles.

D. Provide secure bicycle storage facilities in convenient locations on the site.

E. If necessary, to achieve the target goal in reducing automobile trips, employers will subsidize alternative transportation forms by supplying vans for vanpools, underwriting transit passes, allowing use of company vehicles for lunch time errands by carpoolers, etc.

OCTAVE BAND	SOUND PRESSURE
<i>(Range in Cycles per Second as set forth in A.S.A. Standard Z24. 10-1953)</i>	<i>Measured in Decibels with a Base Reference of 0.0002 Microbar</i>
Below 75	72
75-150	65
150-300	59
300-600	52
600-1200	46
1200-2400	40
2400-4800	34
Above 4800	32
<i>(Prior Code 19365.60)</i>	

2. Noise: At all property lines, noise produced by on-site activities shall not exceed 55 Leq (eight-hour peak).

There shall be no activity on any property which causes ground vibration which is perceptible, without instruments, at the boundary line of the site.

The maximum sound pressure level radiated by any activity on the site shall not exceed the values shown on the schedule above, using the weighting network "C" as set forth in A.S.A. Standards SL 4-1961, when measured at the boundary line of the site.

These standards do not apply to short-term construction activities.

3. Water quality: No measurable long-term degradation in the quality of ground water in the area will be permitted. It is acknowledged that short-term effects may occur as a result of temporary measures, including on-site storm water retention in landscaped areas where pesticides have been used.

On-site uses or facilities will be designed and operated in such a manner as to preclude any reasonable possibility for significant adverse contamination of ground water.

Parking lots will be swept at least weekly to minimize intrusion of petroleum residues into the storm water collection system.

4. Flooding: No flooding will be induced or increased on any other lands whatsoever as a result of development of these properties. Specifically:

A. Flood water levels will not be increased on properties upstream (southerly) of the subject site, and the project will not, in any way, impede the runoff of storm waters from those upstream properties.

B. The project will not add to the potential for, or amount of, downstream flooding. All storm water runoff quantities in excess of those presently existing will be retained on-site or at an appropriate nearby facility until water in Coyote Creek has subsided below levels determined by the Santa Clara Valley Water District as capable of causing flooding.

5. Cultural Resources: A project specific report shall be prepared by a qualified professional on the potential historic and archaeological significance of each property. If evidence exists of a potential for significant historic or archaeological resources on the property, required mitigation shall be as specified in the site-specific report. Any disturbance or removal of Native American burials will be treated in the manner required by the State of California in Section 7050.5 of the Health and Safety Code, and Section 5097.94 of the Public Resources Code.

6. Air Quality: No manufacturing operation shall be permitted which produces odors, fumes, smoke, or other air-borne pollutants detectable, without instruments, at the property lines of the subject parcel or which produces any dangerous emissions whatsoever.

7. Hazardous Materials: No storage of hazardous materials, as defined by Title 17 of the San Jose Municipal Code, Chapter 17.68, will be permitted underground on the site. Any person, firm, or corporation responsible for the use or storage (other than underground) of such materials shall comply with all requirements of the San Jose Hazardous Materials Storage Ordinance.

8. Incineration: There shall be no incineration on any site of any waste material.

9. Each project, including any and all phases on a particular site, must conform to the City's adopted General Plan Transportation and Sanitary Sewer Level of Service Policies.

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